

THE MADOC MERCURY

AND NORTH HASTINGS MINING NEWS.

No. 358.

MADOC, (HASTINGS CO., ONT.,) SATURDAY, NOVEMBER 6, 1869.

PRICE TWO CENTS.

THE RAILWAY.

THE HUNGERFORD MEETING.

The public meeting of the ratepayers of the Township of Hungerford—for the purpose of discussing what advantages the proposed Railway from Madoc to Kingston would afford to their municipality—was held in the Town-hall, Tweed, on Monday the 1st instant, and was very numerously attended. Mr. James Reid was called to the chair, and Mr. Isaac Huyck acted as Secretary. The Chairman having explained the object for which the meeting was convened, called upon Mr. Wood, the Warden of the County, to address the ratepayers, as well as Dr. Elmer, and Messrs. Ketcheson, Smallfield and Reed, who with Mr. J. H. Dunn and E. Mounsey were present as a part of the delegation on the way to the general meeting at Kingston. After brief but sufficiently comprehensive remarks from those above-named, Messrs. John Graham, Robert McCann, William White, and John Francis spoke warmly in favour of the scheme; Mr. John Howell and Mr. Matthias Kerr dissenting from their views. Resolutions were then moved and carried,—the first voting a sum not exceeding \$100 towards the expenses of a preliminary survey; the second recommending a bonus of \$10,000 from the municipality in favour of the road from Madoc to Kingston, provided a station can be had at Tweed; and the third appointing Messrs. John Newton, James Reid and J. C. Jamieson a delegation to attend the Kingston meeting. Only two hands were held up against the first resolution, and the others were carried unanimously. The meeting adjourned after passing a vote of thanks to the delegation from Madoc, and to the Chairman.

THE KINGSTON MEETING.

The public meeting called by the Mayor of Kingston, upon a requisition numerously signed by the leading men of that city, was held in Ontario Hall on the afternoon of Tuesday, the 2nd instant. The Mayor took the chair, and Mr. Joseph Bowden was appointed Secretary.

The meeting was not so numerously attended as had been expected—the explanation of this being that it was held in the day time—that members favourable to the project intended to be present at the supper in the evening at the British American Hotel—and above all, that everybody was favourable to the railroad. From first to last—numbers looking into the Hall for a short time and then leaving, and others taking their places,—there were about 200 persons present, independently of the Delegates, who fairly filled up the space on the platform.

The following delegates were in attendance;—

From Madoc—A. F. Wood, Warden of Hastings; A. B. Ross, A. Smallfield, Stephen Reed, John H. Dunn, John R. Ketcheson, Wm. H. Tomelty, Edward Mounsey, Dr. Elmer, Charles Grean, Wm. H. Carpenter.

From Hungerford—James Reid, Jas. C. Jamieson, John Newton.

From Sheffield—John Murphy, R. T. MacDonald, S. C. MacDonald.

From Camden—James N. Lapum, M.P., Messrs. Lake, Paul and Johnston.

From Newburg—John D. Ham, D. Hooper.

From Portland—S. Shibley, Warden of Frontenac; George Lott.

From Loughborough—Messrs. Joyner, McRory, Wood and Rutan.

From Township of Kingston—Mr. Day.

The following were the resolutions adopted:—

"Resolved, That the citizens of Kingston desire to promote the efforts which have been made for the settlement of the interior by establishing a line of wooden railway from this city to connect with the Colonization Roads in Frontenac, Addington, and North Hastings, believing that such a public work will advance the interests of the communities already settled in the country penetrated by these roads, and hasten the settlement of a large and valuable part of the crown domain."

"Resolved, That this meeting pronounces its confidence in the growth of extensive agricultural and mining interests in the townships to the north and west of Kingston; and that the citizens of Kingston believe it to be incumbent upon them

to co-operate with the municipalities of these townships in extending the utmost reasonable aid to the railway now under consideration; with the view of promoting the growth of these interests, and developing in connection with them the trade of this city.

"Resolved, That the citizens of Kingston believe that the policy of aiding the construction of railways by grants of land has materially promoted the prosperity of railway enterprises and the settlement of wild lands in the United States, and that the railway under consideration has a just claim upon the Government of this Province for similar assistance; but whilst submitting this claim to the Government, the citizens of Kingston respectfully urge that such grant, to be of any value, must be free from any conditions affecting the disposal of timber or minerals."

"Resolved, That the ratepayers of Kingston view with satisfaction the efforts made to establish a line of railway from this city to Madoc village, connecting with the Colonization Roads in the central part of Ontario, and this meeting records its sense of the propriety of granting a bonus of \$20,000 in aid of such railway; and that the City Council be requested to provide a proportionate share of the preliminary expenses incidental to obtaining a charter."

Our space forbidding us to enter into details of the remarks of the various speakers, we are obliged to content ourselves for the information of our local readers, with conveying the impression made upon ourselves by the protracted discussion of the afternoon—namely, that while there was a very strong and decided feeling in favour of a Railroad—there was a tendency to imperil the successful accomplishment of the projected undertaking, from the conflicting claims of the representatives of the central and eastern townships on the line of the route in favour of their own respective localities; from the declared preference of many of the speakers in favour of an iron to a wooden railroad; and from sundry insinuations of wire-pulling, and attempts on the part of the owners of a large tract of land alleged to have been purchased for a big speculation in cordwood, to get the control of the enterprise for their own purposes:—an insinuation indignantly repudiated by the Mayor, so far as he was himself concerned, or of any knowledge or suspicion of such design on the part of others. From discussions consequent on these several issues raised, the attention of the audience became so wearied, that before the meeting broke up, there were barely 50 persons in addition to the delegates left in the Hall.

In the evening, the Delegates, from all parts were most sumptuously entertained at a Dinner at the British American Hotel. His Worship the Mayor, W. Robinson, Esq., presiding, and Ald. Livingston and Mr. W. Ford occupying the vice-chairs. Upwards of a hundred gentlemen sat down to the table, and did justice to the profusion of delicate viands with which it was loaded—the invited guests being "sandwiched" between the citizens of Kingston, for the purpose, as was humorously announced before they took their seats, of preventing any attempts at wire-pulling and conspiring together. The loyal and regular toasts were drunk—on this occasion not in "temperate fluids"—with accustomed enthusiasm. The toast of the evening, "Our Guests, the municipal delegates," was most cordially received and honoured by the citizens of Kingston—and in the first instance was responded to by Mr. Wood, whose remarks were much applauded.—He was followed by the representatives of other localities, whose observations on the claims, resources, and advantages of their townships and villages being connected, in the manner proposed, with Kingston, conclusively showed the feasibility and the need of the scheme being carried out. This theme was protracted to a very considerable length—and the Editor of the Madoc Mercury, on being called on just before the dinner party separated, at a late hour, to respond to the toast "The Press of Ontario" took the liberty in the course of his remarks of plainly expressing his opinion, that much of what had been said both at the public meeting and on that occasion had considerably damped the elation of spirit with which the Madoc delegation had left home: and that if conflicting claims were not speedily reconciled, there would be danger of the charter not being obtained this session, and that any such impediment—or any proposition to substitute an iron road for a wooden one, by which an outlay of at least one million dollars would be involved—or the extension of the way to any undue length for the accommodation of special interests, not previously dis-

cussed—would damp their ardour, and probably endanger the success of the undertaking.—The toast was also acknowledged in a few words from Dr. Neish, Editor of the Daily News—and the party separated about midnight.

It being too late that night to make any of the necessary arrangements, for the preparation and presentation of the Application to Parliament for a charter, and the majority of the Madoc delegates being anxious to return home by the first train to Belleville—it was finally agreed that Messrs. Wood and Smallfield should meet to confer with the Kingston committee and the other delegates at nine o'clock on the following morning to discuss and settle necessary preliminaries.

The Committee accordingly met in Ontario Hall at the hour appointed—the Mayor taking the chair—and harmoniously and speedily transacted the following business:

Mr. Joseph Bowden was appointed Solicitor, and was instructed to take the necessary steps to procure a charter.

On motion of Mr. Gildersleeve the Provisional Directors were appointed on the following basis—one for each municipality that votes \$10,000 as a bonus:

Madoc—Alpheus F. Wood, Albert Smallfield.

Hungerford—James C. Jamieson.

Kingston—William Robinson, Mayor; John Caruthers, John Breden, Henry Cunningham, Archibald Livingston.

Elzevir—Hon. Billa Flint.

Camden—George Lake.

Newburg—Allen Caton.

Portland—Schuyler Shibley.

Sheffield—John Murphy.

Loughborough—John McKory.

The Mayor of Kingston was appointed President, and Mr. Wood, of Madoc, Vice-President, of the Provisional Board.

On motion by Mr. Smallfield, Messrs. Forneri & Kennedy, of Madoc, and on motion by Mr. Gildersleeve, Mr. T. W. Nash, of Kingston, were appointed Surveyors.—A resolution, moved by Mr. Wood, and seconded by Mr. Livingston, was carried, instructing the Surveyors to act together as to their basis of survey; to take Tamworth as a point desirable to be reached from either terminus; and to suggest the different practicable routes, stating which they consider best, both as to ease of construction, shortness of route, and amount of business to be done.

The amount of a share in the stock of the Company was fixed at \$20.

On the conclusion of the above business and business-like meeting, the Delegates bade farewell to their courteous and friendly hosts of Kingston and went their several ways.

The Editor of the Mercury accepted a very cordial invitation from the Delegates from Camden Township to take a trip as far as Newburg, to see and form for himself an opinion of the advantages offered for the construction of the railroad through that section. In company accordingly with Mr. James Nimmo, of Clarke Mills, Mr. Lake, the Reeve, Mr. Jas. Burns a Councillor, and Mr. Peter Johnson, Clerk of the Township, and Mr. George Paul, we proceeded through the villages of Waterloo, Westbrook and Odessa, and a part of the Township of Ernestown, to Camden, following for a short distance the road to Tamworth, and thence proceeding west, between the 1st and 2nd concessions of Camden. Having a general impression that the country became poorer the further east one went, we had not the slightest idea of the richness and beauty and general superiority of the country between Kingston and Newburg to what we are accustomed to see in North Hastings; and can only express our astonishment that a population evidently so well to do have not long since undertaken the building of a railway themselves. With no other "inspiration" than that derived from the evidence of our own eyes, we unhesitatingly express our opinion that a very great mistake will be made, if the offers of liberal bonuses from Camden and the village of Newburg be not accepted, and the railroad carried through that section of the township. The surveyors

will of course be able to speak authoritatively on the point, but a more favourable route for a railroad than that from Newburgh to Kingston we think it would be difficult to find. As for the prospects of freight and passenger traffic that section could contribute, we need only say that a million feet of sawn lumber was pointed-out at Hooper's Mills, awaiting transportation; which costs \$63d by team to Napanee, and might be profitably conveyed, three times the distance, to Kingston, for 50 cents per 1,000 feet. At the "Yankee Mills," a little below Newburgh, we were informed eight or nine million feet of lumber are cut a year, which could also be taken more cheaply by rail to Kingston than it can be to Napanee, while a greater quantity can be loaded on vessels at one time at the former than at the latter place.

At Clark's Mills, we bade good-bye to the Camden delegates, and placed ourselves in the hands of Mr James Nimmo, who had kindly engaged to take us to Napanee in time to catch the train. Proceeding to his residence for a fresh horse, he pointed out his fine farm and the stone mill he recently erected, and favoured us with an inspection of his very commodious and extensive stables, sheds, barns, piggy, fowl-house, root-cellar, &c., &c., and above all, with a sight of the noble cattle he raises. Our limits preclude us from more than hinting at his vineyard and garden. We have to thank Mr Nimmo for his hearty hospitality, and for his courtesy in driving us over to Napanee in season to catch the train.

If the route preferred by Mr Nimmo, himself an experienced railroad contractor, should be adopted, he offers not only to give the right of way over his property free, but to do the grading at his own expense. If the same liberal spirit is shown in other localities as is manifested by the people of Camden and by Mr Jamieson, of Tweed, who promises to do the "decent thing" if that village is granted a station, the road will soon become a certainty and a success.

THE MADOC MERCURY

AND NORTH HASTINGS MINING NEWS.

A Weekly Journal of Local and General Information.

Will be Published every Saturday Morning, at Two Cents a Copy, or One Dollar a Year, STRICTLY IN ADVANCE.

ADVERTISEMENTS WILL BE INSERTED ON THE FOLLOWING TERMS FOR CASH:—

Six lines, first insertion	0 50
Each subsequent insertion	0 12½
Six to ten lines, first insertion	0 75
Each subsequent insertion	0 16
Above ten lines (per line) first insertion	0 07
Each subsequent insertion, per line	0 02

All Communications for the MERCURY to be addressed (post-paid), to A. SNALLFIELD, Madoc.



THE MADOC MERCURY

AND

NORTH HASTINGS MINING NEWS.

MADOC, SATURDAY, NOVEMBER 6, 1869.

The absence of the Editor at the meetings at Tweed on Monday and at Kingston on Tuesday, and the subsequent meeting on Wednesday of the delegates from the various municipalities interested in the projected Railroad, for the appointment of a Solicitor and Surveyors and the Provisional officers of the Company—will account for the present contracted number of the MERCURY.

The Railway Committee appointed by the Township of Madoc will meet at the North American Hotel, at Two o'clock this (Saturday) afternoon, to report progress. The ratepayers are invited to attend.

The Kingston and Madoc Railway project has been put in working order, so far as it can be until the charter is actually obtained, in less time than was ever before devoted to any public enterprise of equal importance in this Province. It was only as recently as the 25th of September that the subject was first

broached here, and all those who have taken an active part in promoting the scheme being thoroughly in earnest, each successive step necessary has been taken with as little delay and in as business-like a method as possible—the result being that in six weeks' time, a Provisional Board of Directors has been appointed—that Board being, as the Kingston Daily News remarks, small, compact and efficient. The provisional surveyors and solicitor have also been appointed, and will have their work completed within the time requisite for application to be made for the charter.

All this we take to be a guarantee that a new era in railway construction is now fairly inaugurated; and we hope that the Madoc & Kingston road will be carried out in the spirit in which the project was first presented as a candidate for public favour: and that it will be proved to have been designed, not for the pecuniary benefit of a few highly salaried officers, but in the interest of the various sections of the country, which by contributing bonuses, shall render the road a feasible undertaking. We feel every confidence that in the Mayor of Kingston we have a Provisional President who will do his utmost to secure an economical outlay of the funds, and to prevent the undertaking being perverted to jobbery or to further the designs of mere speculators.

As a proof of the general interest which is being taken in this particular Railway enterprise, we may mention that Mr. Wood has received a communication from Mr. Peter Pierce, ex-Warden of Peterborough County, asking what initiative steps should be taken to secure the extension of the road westward through that county, the people of which are evincing a great deal of interest in the desirability of the proposed outlet to Kingston.

To the Editor of the Madoc Mercury.

Madoc, Nov. 1st, 1869.

SIR,—A correspondent of the Hastings Chronicle, signing himself "Belleville," evinces a great deal of agitation and astonishment at the people of Madoc refusing to have anything to do with him in relation to our Railway project. And amongst other misstatements he asserts that the people of Belleville spent large sums of money in mining operations in this section of country.

His evident ignorance in relation to the assessment of Elzevir has been brought to light by a letter from the Hon. Billia Flint; and if he is not yet aware of it, he may now learn that the manner in which a Belleville Gold Mining Company have NOT paid—not only large but small amounts of money due by them to the people of this section of country, consisting of working men, Farmers and others;—for Statute labour done for them, wood sold to them, and goods sold to them for their mining operations. In addition, the damage they did to mining enterprises here by stock jobbing, and either wilfully or ignorantly mismanaging the affairs of the Company in such a manner as to make the mine pay only a few and thus kill the confidence of strangers in the existence of minerals here, has been one, and not the least of the causes that have led the people here to lose all confidence both in the integrity and ability of the people of Belleville.

As far as the humility commended to the people of Madoc is concerned, "Belleville" will find that the people of the Northern part of the County are fully as capable of guarding their interests as Belleville is; and need no instruction from that self-sufficient quarter.

Yours truly,

MADOC.

The third session of the Legislative Assembly of Ontario opened on Wednesday, the 3rd instant. The Lieutenant-Governor's Speech is somewhat sophomoric in style, and announces that the Province is in a prosperous condition, and the revenue in an equally satisfactory state. Legislation on sundry needed points is indicated. But while the Government measures are not likely to be very numerous, there are plenty of private ones—our own Railway one amongst them—to keep the Assembly actively employed during the whole session.

ADVERTISEMENTS.

Kingston & Madoc Railway.

NOTICE is hereby given. That an application will be made to the Legislative Assembly of the Province of Ontario, at the next session thereof, for a Charter to incorporate a Company to Build a RAILROAD from KINGSTON to MADOC, with power to extend the same beyond the last-named place Westward; and also for a Grant of Public Lands to aid in the construction thereof.

STEPHEN REED.

Madoc, Oct. 6th, 1869.

NOTICE.

K. MCKENZIE has ceased to be our Agent as E. EGAN FARM, and is not authorized to contract further obligations in our name.

BRONSON & WESTON.

Ottawa, Oct. 23rd, 1869.

THE CHRONICLE AND NEWS.

THE CHRONICLE AND NEWS (weekly edition of the DAILY NEWS, Kingston), is published every Friday at Two Dollars per annum. Sent six months for One Dollar. DAILY NEWS, Five Dollars per annum.—Address the Publisher, Kingston.

A SCHOOL TEACHER

WANTED immediately for School Section No. 4, Madoc. Apply to Mr COLEMAN HARRIS. Oct. 28th, 1869.

E. FRANKLIN,

Licensed Auctioneer, for Hastings Co., MADOC.

MONEY advanced on Consignments.

Sales in any part of the County attended on moderate terms.

AUCTION SALE

OF

Valuable Improved Farms

IN THE COUNTY OF HASTINGS.

BY Virtue of Powers of Sale contained in certain Mortgages which will be produced at the Sale, On SATURDAY, the 6th Day of November, 1869, At Twelve o'clock, Noon,

At WIDOW MOON'S Hotel, in the Village of Madoc, LOT No. 1.—IMPROVED FARM IN TUDOR.—Lots numbers 9 and 10 on the West side of the Hastings Road, in the said Township of Tudor, and Lots number 24 and 25 in the 1st concession of the aforesaid Township of Tudor, containing by admeasurement 275 Acres of Land, more or less, of which about 90 acres are cleared. There are erected on said premises a Log House and Barn.

LOT No. 1.—IMPROVED FARM IN ELZEVR.—The East half of Lot number 2, in the 2nd concession of Elzevir, containing by admeasurement 100 Acres of Land, more or less, of which about 60 acres are cleared. There are erected on the premises a Log House and Barn.

The above will be sold in parcels of Fifty acres each.

TERMS:—One-tenth of the purchase money to be paid down on the day of sale; for balance, terms will be made known at the sale.

For further particulars, apply to

JONAS AP JONES,

Solicitor, Masonic Hall, Toronto,

Or to S. D. ROSS, Esq., Madoc.

Toronto, 1st October, 1869.

MADOC MARKET PRICES.

FRIDAY, Nov. 5th, 1869.

WHEAT	\$0 85 000
BARLEY	0 65
RYE	0 50
OATS	0 30 25
PEAS	0 60
BU. TER	0 19
EGGS	0 16
PORK	8 60
HIDES	5 25 50

THE MADOC MERCURY

AND NORTH HASTINGS MINING NEWS.

No. 359.

MADOC, (HASTINGS CO., ONT.) SATURDAY, NOVEMBER 13, 1869.

PRICE TWO CENTS.

The Railway and Our Northern Townships.

To the Editor of the Madoc Mercury.

Sir,—In reviewing the reports of the late meeting in Madoc on the Railroad question, we do not think the importance of the traffic was duly considered which the back country of Madoc, as it is termed, is capable of supplying. It seems to be proposed by some to carry the line in a westerly direction from Madoc towards Marmora; now, allow the question, what benefit is anticipated from that project? Have they not already a route from Marmora to Cobourg? That being the case, why seek to enter into competition for the little traffic in that direction? If it be a question of iron ore, by all means open up your own "hematite." We think, however, we can better that, to materially increase the paying capabilities of the proposed line, instead of turning off at right angles at Madoc, it would be a far better investment to carry it further north, and secure the great traffic of the back country.

We will endeavour to show of what this traffic is likely to consist.

1st.—The immense lumbering business carried on by numerous wealthy firms, of which about 50 miles north of Madoc is near the centre of operation. The amount of grain and other produce, provision, and miscellaneous supplies consumed by the requirements of this important business, and drawn into the back country is immense; these supplies are taken in part from Madoc, part from Ottawa, and some from Peterboro'; it would all be concentrated on this line.

2nd.—The population of this district is steadily on the increase; there are fifteen stores or more that team in their goods either from Ottawa, or via Madoc, and each store on an average through the year is constantly drawing in merchandise.

3rd.—The amount of water power in the country is inexhaustible; a vast quantity of pine timber rotting in the woods and rejected by the lumbermen which could only be profitably used if sawn up in the locality; all of this timber might be brought to market, and economised to the country, as there are many small sawmills already at work, and larger mills would soon employ capital, which would send millions of feet of lumber down the line, that could not otherwise be brought into service.

4th.—There are other kinds of valuable timber of the hard wood variety—bird's-eye maple, birch, and most other Canadian furniture and machinery wood, for which there is a great demand, and when prepared for sale by these mills, would help to swell the business of the line.

5th.—The traffic in cordwood, railway ties, &c.

6th.—Rail, for fencing, are called for in the front townships at \$30 a thousand; they can be supplied on this line at \$10 or \$12 per thousand, and we presume would yield a good profit, and sell under \$20, paying all expenses of transportation.

We might go on enumerating other productions, such as shingles, coopers' stuff, and bark, also marble, all of which are abundant; including the freighting of the trade in potash, which has ceased to be made on account of the great expense of carriage over the present bad roads.

We are persuaded that if the line were carried through this 50 miles, the back country would rebound with industry, and the profits of the line would be more than double on the whole route, over what the profit would be, if the line terminate merely at Madoc.

By diverging off west at the end of the above 50 miles, along the new military or Monk road, it would pass through the Free Grant district in the County of Peterborough; intersect the Toronto and Nipissing Railroad at its nearest approach to this line, distant about 30 miles, tap the Muskoka Territory, and gain a share of that business, so much canvassed in Toronto, almost touch the Canadian Land and Emigration Co.'s Townships, and thence to the Georgian Bay. Thus the line would be likely to secure emigrants passing from the east, and cause a rapid development of the country.

It is desirable that the importance of this line should be seen, so that the traffic may be secured in this direction, as another line is in agitation that will draw away the business.

The Back Country Agricultural Show.

The Fifth Annual Exhibition of the Dugannon and Faraday and United Townships' Agricultural Society was held in "Le Mab's" School-house, Jarman's Mills, on Thursday, Oct. 21st. This is the first year that the Society has become entitled to a share of the Legislative grant. The attendance was numerous, and there were nearly 800 entries. There was a fair show of horses; sheep and poultry were badly represented; of pigs there were none. But there was a very good collection of cattle, many of which were much admired; and of wheat, oats and other grain and seeds the show was such as cannot be excelled "in the front." Many samples of Spring wheat (there was no Fall shown) weighing upwards of 63 lbs. the bushel, and some common mixed oats reached 43½ lbs. the bushel.

The Judges were Mr John Jarman, Mr Alex. Menzies, and Mr Town. The ladies who acted as judges of needlework and articles of domestic manufacture were Mrs George, Mrs Barbara Sararas, and Mrs McGibbon.

The following is the list of successful exhibitors:

John Power—1st prize 8-yr old colt, pair of geese, 1st prize coloured yarn, 1st prize potato oats, 43½ lbs the bushel, 1st prize 2nd early potatoes, 1st prize winter potatoes, 2nd prize Swede turnips, 2nd prize cheese, 1st p. keg of butter, and 1st pound of butter. G. Gaebel—2nd prize 2-yr old heifer, 2nd prize brood mare, 1st barley, 1st buckwheat, 1st beets and an extra prize for beets, 2nd white carrots, 1st hops, and an extra prize for fax seed.

A. Michel—2nd prize wheat, 2nd rye, and 2nd for 2-year old steers.

J. Ray, Jr.—An extra prize for Spring wheat, 1st for large peas, 2nd white oats, 2nd for seed onions, 2nd for seed potatoes, 2nd prize for potato onions.

P. Harding—An extra prize for gold vine peas, 2nd for millet, 2nd white turnips, 1st white squash, and an extra prize for nutmeg squash.

George Easton—an extra prize for ornamental kale, much admired, 1st for bushel of shelled corn, 1st for red carrots, and an extra for ornamental needlework.

Robert C. Moore—1st prize for pair of turkeys, and for best cock and hen, 1st for common field peas, an extra for kidney beans, 1st for woolen mitts, 1st for pair of gloves, very fine, and extra prizes for pair of child's stockings and knitted collar.

John Wilson—An extra prize for Spring wheat, 1st mixed oats, 1st timothy seed, 1st black cup potatoes, and 1st for winter cabbage.

Wilson Spurr—1st for home-made cloth.

W. H. Jarman—1st for Spring wheat, 2nd for winter potatoes, 1st cotton quilt, 1st Swede turnips, 1st early York cabbage, 1st yearling colt, 3rd yoke of oxen, 1st tomatoes, 1st 12 cobs of corn, and an extra prize for a needlework mat.

Mr Gander—An extra prize for wheat, 2nd barley, 1st top onions, 1st white carrots, and an extra prize for early stone turnips.

Miss Gaebel—2nd prize for crochet work, 2nd for home-made flannel, and extra prizes for lace and a pair of under sleeves.

Henry Gaebel—1st for black oats, 2nd potato oats, 2nd common peas, 1st green squash, 2nd pound of butter, 1st pair of worsted socks, and extra prizes for Taskard turnips, for a good assortment of garden seeds, for turkey eggs, for a cake of very nice home-made hard soap, and a prize for worsted work.

J. R. Tait—1st prize for Fife wheat, 1st white oats, 1st single harness horse, 1st yearling heifer, prize for embroidery, and extra prizes for 12 cobs of corn and ornamental needlework.

John Sararas, Junior—1st prize for cup potatoes, and an extra for patchwork quilt.

David Bowers—1st fat cow, 2nd timothy seed, 1st pumpkin, and an extra for kidney beans.

Isaac Bowers—1st for best stallion, and 1st for ashleaf kidney potatoes.

James Gould—1st for milch cow, an extra for a fat ox, 2nd mixed oats, 1st potato onions, 1st kidney beans, 3rd Swede turnips, 1st white globe turnips, 2nd kidney potatoes, 2nd cup do, 2nd keg butter.

Henry Sararas—1st prize rye, 3rd Spring wheat, 2nd cup potatoes, extra for pair of woolen stockings, Joe Moore—1st for 8-year old steers, 2nd for fat,

8rd for a ram aged, 2nd winter cabbage, 2nd pumpkin, and an extra for pair of woolen socks.

James Cleak—2nd for span of horses, 2nd beets, prize for parsnips, and extra prizes for moss basket, pin cushion, and needlework mat.

M. Bowers—1st for 2-year old heifer, 2nd milch cow, and 2nd buckwheat.

J. C. George—1st prize for yoke of oxen.

Daniel Kelly—1st and 2nd for fat oxen, 1st and 2nd for best bull of any age, 1st for yoke of 2-year lamb, 1st ram lamb, and 1st brood mare.

T. McEneaney—2nd for yoke of oxen.

A. E. Long—1st and 2nd for Spring calves.

George Gander—1st for Spring bull calf.

Andrew Neale—1st for foal.

And last and least and most pleasing, Master Charles Gander, a little boy eleven or twelve years old, with a little pair of yearling steers, in a nice little yoke, which by care and assiduity he has made as docile and tractable, as "handy" as a demure old yoke of oxen, and the judges awarded him an extra full prize amid general expressions of approbation, indeed so pleased were the other exhibitors that some of them said that if the judges could not award a prize they would give one themselves.

A vote of thanks was given to the President and to the Secretary-Treasurer, and various complimentary speeches made. Dissatisfaction was expressed at the delay in getting the allowance from the County. The Secretary stated that the County Secretary had written to him, saying that the amount would be forthcoming in September, but he had not yet received it, and as hitherto this Society has always paid the prizes on the ground on the day of the show, the delay has caused a departure from a good arrangement.

And their friends; the President, Mr Wilson, gave a fat sheep, and other members and friends gave the etceteras, and all was enhanced by the kindness of Mrs Jarman, in giving the use of her house, and of herself and family in striving successfully to promote the comfort and gratification of their visitors. The affair was a success, and shows that the pioneer settlers are deserving of all the consideration (1) our very valuable (1) Orono Lands Commissioner bestows upon them.

Death of George Peabody.

Mr George Peabody died in London on the night of the 4th inst. The death of this eminent philanthropist, says the Toronto Globe, will be learnt with regret by all those who have heard of his charitable deeds. Mr Peabody made princely gifts to the people of London, as well as to his own country, while he was there to see that his donations were properly applied. It has often been a subject of remark that an American should have given a quarter of a million of money to the citizens of a foreign country; but there is a reason for his munificence which is not generally known. During one of the great panics in the London money market Mr Peabody's house was saved by the Bank of England, who behaved on this occasion in an unusually prompt and liberal manner. This support enabled the firm to become one of the most eminent in London, and Mr Peabody never forgot the city to which he owed his prosperity. Besides the gifts to the poor of London, he made many others in the United States, and showed by his manner of giving that his knowledge of the wants of the recipients of his bounty was as extensive as the charity which urged him to their relief.

A cable despatch says that by order of the Queen the funeral services will be held over the remains of the late Geo. Peabody in Westminster Abbey on Friday, Nov. 12.

BORER EXPLOSION.—London, Nov. 4.—While the gunboat Thistle was on her trial trip off Sheerness this afternoon, her boiler exploded with terrible effect. Ten men were killed outright, and eight severely wounded.

THE MADOC MERCURY

AND NORTH HASTINGS MINING NEWS.

A Weekly Journal of Local and General Information.

Will be Published every Saturday Morning, at Ten Cents a Copy; or One Dollar a Year, STRICTLY IN ADVANCE.

ADVERTISEMENTS WILL BE INSERTED ON THE FOLLOWING TERMS FOR CASH:—

Five lines, first insertion	0 50
Each subsequent insertion	0 12 1/2
Six to ten lines, first insertion	0 70
Each subsequent insertion	0 16
Above ten lines (per line) first insertion	0 07
Each subsequent insertion, per line	0 02

All Communications for the MERCURY to be addressed (post-paid) to A. SMALLFIELD, Madoc.



THE MADOC MERCURY

AND

NORTH HASTINGS MINING NEWS.

MADOC, SATURDAY, NOVEMBER 18, 1889.

Will the Railroad Pay?

"What is there to support a Railroad from Madoc to the front?" is a question frequently asked—not only by those who are unfriendly to any such enterprise, because they believe it to be injurious to their own interests, but by others who really doubt the ability of the resources of this section to afford an adequate amount of traffic to support the expenses of running a railroad. For the information of such inquirers, as well as of others who may not be acquainted with the fact, we may state that the petition for a charter must be accompanied with tolerably full particulars on this point; and it is right that it should be so, in order that the time of the Legislative

Assembly may not be wasted, without having a better foundation than a mere desire for their construction.

Let us see, then, what amount of business may reasonably be expected to be transacted in the course of 5 years, in the event of the charter being obtained, the road built, and a station opened at Madoc.

In the first place, we will take the amount of freight that would be contributed by the carriage of the goods of all descriptions brought in yearly by the merchants and tradesmen of the village of Madoc to supply their customers—and by the produce they take in as "ready pay," and which they have to forward to markets at the front. Now we learn from a communication from Mr. E. D. O'Flynn (which we shall publish next week)—that he receives or sends away daily, freight to the amount of half a ton, equal to 160 tons a year. This, assuming that the charge from Kingston to Madoc would be at the rate of 16 (fifteen) cents per 100 lbs, would amount to \$450 a year. As there are four other stores which would average the same—this source gives the sum of \$2,500. The other stores in the village would contribute another \$500. The business of the other stores at Eldorado, Bannockburn, Millbridge, and as far back as the Doyle Settlement on the Hastings road, and the surrounding vicinity in Huntingdon, Rawdon, Marmora, and that part of Elzevir which would be most conveniently served by the Madoc station, must further be taken into account; and it would not be out of the way to add for that another \$1,000.

We do not think it is going beyond the mark to say that there are 500 farmers in Madoc township who spend on an average \$10 per annum each, in going to Belleville and other places at the front. This gives \$5,000; and farmers from other townships may be put down for another \$1,000.

Here, then, we have the sum of \$10,000 from these sources alone.

Then there is the passenger traffic. There are two stages a day to Belleville—and on an average they carry, between them, four passengers a day—each way. This gives \$2,400 a year; and those who

go by private conveyance may be estimated as good for enough to make up this item to \$3,000. This amount, then, may be also reckoned upon for the railway.

From a calculation made in conjunction with Mr. Wood, we arrive at the conclusion that the estimate of the amount of the following articles that would at once seek conveyance by the rail, from the Madoc station, is quite within the mark:—

Lumber, 2,000,000 feet, at \$1 per 1,000	\$2,000
Shingles, 5,000 bunches, at 20 cents	1,000
Grain, 400,000 bushels, at 8 cents	12,000
Butter, 250,000 lbs, at 10 cents per 100 lbs	250
Cattle, 1,000 head, at \$1 per head	1,000
Sheep, 1,500, at 50 cents each	750
Hogs, 500 at 50 cents each	250

The freight charges on these articles, added to the merchandise and passenger traffic of the village, would swell up to nearly \$30,000 a year! without taking into account at all the lumber from Mr. Cummins' new saw mill, which is capable of cutting 20,000 feet a day—or railroad ties, and soapstone, in which some business is already being done; or the iron ore, the mining of which is a branch of industry the railroad is expected to develop into activity.

We hope to have the above figures carefully and critically scrutinized—in order that any error in the estimates may be detected and pointed out. Assuming them, however, to be measurably correct, is there not good ground for the belief that if Madoc and the adjoining districts are good for something like \$30,000 for the rail from the start—the other Townships on the route will contribute enough more to render the outlay of some \$250,000 in stock a paying investment? And even if the stock were not voluntarily taken up, would it be rash to borrow the amount requisite, in addition to the bonuses, to build and equip the road?

THE SURVEYORS have already commenced operations, Mr. Kennedy having left Madoc on Tuesday, in order to meet Mr. Nash, from Kingston, at the village of Tamworth. By next week we may probably be able to communicate the general result of their investigations as to prospects of an easy route for a wooden railroad through this district.

We call attention to the communication on the first page in regard to the resources of the back Agricultural Show of the enterprising residents of the neighbourhood of York River, as additional proofs of the propriety of the application to the Legislative Assembly for the charter for the railroad.

The Valley of the Napanee River.

ITS IMPORTANCE AS A FEEDER TO THE RAILROAD.

To the Editor of the Madoc Mercury.

SIR,—Being present at the Railroad meeting in Kingston on the 2nd instant, I noticed a wonderful change in the Delegates and Kingston people in reference to the paying route. The Delegates in favour of passing along the valley of the Napanee River as far as Wright's Mill (as hitherto called), made themselves heard to great advantage, and with a force not to be laughed at, showing the ease and cheapness of construction; and the large amount of freight that would be secured to the road, effectually putting to silence the sneers or ridicule of parties farther north, who aimed to be non-committal, but who finally found they had committed a great mistake.

The manufacturers along the river are in part as follows:—

H. M. Wright & Co. manufacture water-line in large quantities, and much superior to the American line.

Messrs Rathbun & Son (late purchasers of what has hitherto been called Wright's Mills for \$15,000) are large manufacturers of lumber, lath and shingles.

D. Hooper manufactures on a large scale, flour, meal, feed, split peas, hull barley, and oatmeal.

John Black is engaged in the leather and hide business.

Thomas Scott, H. Finkle, D. A. Burdett, and John Crichton, carriage builders.

E. Jones, manufacturer of sash, blinds, hay-rakes, land-rollers, plough materials; prepares large quantities of lumber ready for builders' use, and is a large contractor.

D. B. Stickney & Holmes, finishers of mill irons, heavy gears, manufacture mowers and reapers, threshing machines, &c., &c., besides having a large foundry in successful operation, for casting nearly every description of article in that line of trade.

George Madden, mill-owner and manufacturer of flour, feed and meal.

Joe Taylor, manufactures a large quantity of single and double steel axes of superior quality.

James Nimmo, extensively engaged in manufacturing flour, feed and meal.

E. J. Hooper, M.P.P., largely engaged in the manufacture of lumber, lath, and shingles.

James Parrott has a large and commodious woollen factory, fulling mill, and saw and grist mills.

The distance thus sketched is about 8½ miles. The water power cannot be surpassed in Ontario, and ten times the amount of machinery could be employed, making it a matter of vital importance in a financial point of view. Then the road can be so easily constructed on this line. "Cheer, Boys, cheer," of the Valley of the Napanee River. Your cause is good; you have made a good start; you have justice on your side; you are right. Go ahead.

More next week.

Bath, Nov. 6, 1889.

FAIR PLAY.

In the Kingston *Whig's* report of the Dinner to the Railway Delegates we find the following remarks:—

"There was some little sparring across the table between the delegates from Camden and those from townships farther north. And here allow us to say a few pertinent words. If the people of Camden imagine for one moment that the people of Kingston are going to tax themselves One Hundred Thousand Dollars to build a railroad running alongside that of the Grand Trunk, they are much mistaken. No, the railroad will be built to put Kingston into connection with the back country, to serve our Grandchildren and Great Grandchildren, and not to serve our own immediate selves—or it won't be built at all. So "let that flee stick to the wa."

If the venerable but versatile editor of the *Whig*, who began by throwing cold water on the scheme of a railroad from Madoc to Kingston; has seen reasons for changing his opinion, and chooses to consider himself its champion-in-chief—we have not the slightest objection. But we wish him to understand that the map exhibited at the Madoc meeting by the Kingston Delegates showed that by an airline, Kingston was only 20 miles distant from Madoc; and that the pledge of a house of \$10,000 from Madoc Township was based upon the supposition that the road would be built somewhere in the direction of that line, which traverses the Township of Camden—a township which has been mentioned from the first in connection with the projected railroad. It is all very well to crack up—by implication—Loughborough; but if a railroad to or through that Township will pay so well—why, they have a charter of their own already; but as that point was never mentioned at the Madoc meeting, nor in the resolutions adopted by the Provisional Board of Directors at Kingston,—we submit to the *Whig* that unless it can be shown that the road by way of Loughborough will be shorter, cheaper, and pay better than that through Camden and Newburgh to Kingston,—then in common courtesy at least the people of Madoc and Hungerford should be allowed some little voice in the matter before the threat "or the road won't be built at all," is flung fall in their faces. As the Dr. quotes one proverb, we commend another to his consideration, namely, that "it takes two to make a bargain."

From a subsequent issue of the *Whig*, we learn that "it is understood that" at a meeting of the Kingston branch of the Board of Provisional Directors, on Nov. 6th, "Sydenham has been agreed on as one of the important connections of the route."

We regard this merely as a "feeler," but if it is anything more, we should like to know what would have been thought in Kingston, if it had been announced in the *MERCURY* that Newburgh had been "agreed on" by the Provisional Directors of Madoc and Hungerford "as one of the important connections," without consultation with the Kingston Directors.

Sheffield and Tamworth.

To the Editor of the Madoc Mercury.

SIR,—A meeting of the ratepayers of the township of Sheffield was held at the Town-Hall, Tamworth,

on Thursday the 4th inst., for the purpose of considering the propriety of granting a bonus to the contemplated railway from Kingston via Tamworth to Madoc.

On motion, John Murphy, Esq. Reeve, was called to the chair.

The meeting confirmed the appointment of John Murphy, Esq., as Provisional Director, after which he explained the object of the meeting, and gave an account of the proceedings at the meeting of delegates held in Kingston on the 2nd inst.

E. Perry, Esq., next addressed the meeting, dwelling at some length upon the importance of supporting the object of the meeting; and also stating that he had been informed that in case a station should be located here that the parties owning land upon which it would be located were willing to contribute such site to a railway company.

George Paul, Esq., Deputy Reeve of Camden and Joseph Lucas, Esq., of the same place, also addressed the meeting, both giving a very interesting discussion of the matter in question, after which the following resolution was moved by G. R. Miller, Esq., and seconded by Daniel Gilmore, Esq., and resolved, that this meeting pledge themselves to the council of this municipality to support the passing of a by-law granting the sum of \$10,000 as a bonus to the projected railway from Kingston via Tamworth to Madoc in the county of Hastings, which was carried, only one voting to the contrary.

A meeting of the ratepayers of the village of Tamworth was held last evening, which granted an extra bonus of \$1,000 in addition to the pledge of the corporation as above mentioned.

R. McD. SMITH, Secretary.
Tamworth, Ont., Nov. 9th, 1869.

The Township Council will meet on Monday, the 29th instant.

FINE APPLES.—We have on sundry occasions alluded to the opinion frequently entertained that from some occult reason the apple tree will not flourish in the soil of Madoc Township. Point out to those who hold this view that young orchards are bearing well, and the reply will be that in a few years the trees will be dead. A basket of apples having recently been sent as a present, to this office, by Mr. Lewis Riggs, we were induced from their large size and handsome appearance (and their flavour we find, is as good) to ask the age of the orchard, in which they were grown, and were informed that the trees have been bearing for twenty-five years. This should settle the question whether, with due care, apples can be profitably raised here.

SIR FRANCIS HINCKES has been elected for North Renfrew, in spite of a vigorous and determined opposition, by a handsome majority.

In the Legislative Assembly, the Huron and Ontario Ship Canal Co.'s petition has again been ruled out, on the ground that it really covered a demand for a grant of land.—Returns have been granted of the orders issued with regard to the Crown Lands since the present Commissioner has held office: as well as of the contracts for work on the Colonization Roads, and for public buildings, the advertisements therefor, &c.

ADVERTISEMENTS.

LIST OF LETTERS

Remaining in Madoc Post Office, Nov. 1st, 1869.

Allen, S	Kincaid, Jos.
Baley, Jno	Mahoney, Timothy
Best, Jno	Moxley, Mrs E
Bradlock, Wm	McKinnon, Geo
Bateman, Wm	McIntosh, M
CConnell, Thos	Phin, Miss
Coulin, Francis	Shipman, S R
Coulin, F	Willman, James (2)
Eager, Mrs E	Wanamaker, Jno
Harvey, Mrs	Wanamaker, Jno H
Inman, Nelson	Wild, Miss Carrie
Jones, Jno	Young, Peter (2)
Kain, Mrs Hannah	

Please ask for Advertised Letters when calling for the above.

E. D. O'FLYNN, Postmaster.

Dentistry.

GEO. W. WALKER, L.D.S.,
SURGEON DENTIST, BELLEVILLE,

WILL be in his ROOMS at MOON'S Hotel, Madoc, on the first MONDAY and TUESDAY of every Month.

WANTED!

**20,000 RAILROAD TIES, and
4,000 CORDS CEDAR BOLTS,**

Delivered on the shores of Hog Lake or the River Moira.

W. A. HUNGERFORD & CO.
Madoc, Oct. 8, 1869.

Village Lots, for Building Purposes, at Reasonable Prices.

THE SUBSCRIBER offers for Sale Fifty Eligible Building Lots, situated in the immediate vicinity of his Grist-Mill, and contiguous to the Southern portion of the village of Madoc.

All parties desirous of securing a place of residence in a healthy locality and a desirable neighbourhood, will be treated with on favourable terms, both as regards price and terms of payment. Title indisputable. Apply to

CHARLES KIRK, on the Premises.

LOOK OUT, FOR COLD WINTER IS COMING!

THE SUBSCRIBER, in Returning Thanks to the Public of this vicinity, for their Liberal Support since he commenced business, would say that he is now prepared

To Full and Dress Cloth,

delivered at his MILL in MADOC.

As he intends to do the work himself, he would also say to those favouring him with their custom, that it will be DONE WITH DESPATCH, and WARRANTED.

CLOTH taken in at THOMAS EMO'S, Ivanhoe, and at LUKE'S Hotel.

C. T. LANE.

Madoc, Sept. 10, 1869.

Grain Cradles

AND

Spinning Wheels

REPAIRED by the Subscriber.

Residence, One Mile West of Madoc Village.
ISAAC CANNIFF.

HARDWARE! HARDWARE!

JUST ARRIVED!

THE FALL STOCK

OF

HARDWARE of All Descriptions!

Also, the LARGEST ASSORTMENT of

STOVES,

ever brought into Madoc, consisting of

New Dominion,	Royal Oak,	Protectionist,
Confederate,	Small Ditto,	Governor,
Small Ditto,	Housekeeper,	King,
	Northern Farmer,	
Black Giant, Three Sizes,	Fulton,	Ramblers,
Prize Parlour,	Cottage Ditto.	

Oils, Paints, Coal Oil,

WINDOW GLASS, SASH,

LAMPS, &c.

TIN-WARE, STOVE-PIPES,
DUMB STOVES, T-PIPES, ZINC,
And a LONG LIST of ARTICLES,
Too Numerous to Mention.

JOHN DALE.

Madoc, Sept. 4, 1869.

E. FRANKLIN,

Licensed Auctioneer, for Hastings Co.,
MADOC.

MONEY advanced on Consignments.

Sales in any part of the County attended on moderate terms.

JOHN DALE,

MARRIAGE LICENSE AGENT,
MADOC.

WANTED!

5,000 New Subscribers

AND ADVERTISERS,

so that the

Madoc Mercury

may be

ENLARGED

To Dimensions corresponding with the Importance OF THE NEW RAILWAY DISTRICT AND ITS VARIED INTERESTS.

Send on the Names and Subscriptions at once.

Kingston & Madoc Railway.

NOTICE is hereby given. That an application will be made to the Legislative Assembly of the Province of Ontario, at the next session thereof, for a Charter to incorporate a Company to Build a RAILROAD from KINGSTON to MADOC, with power to extend the same beyond the last-named place Westward; and also for a Grant of Public Lands to aid in the construction thereof.

STEPHEN REED.

Madoc, Oct. 5th, 1869.

NOTICE.

K. MCKENZIE has ceased to be our Agent at EGAN FARM, and is not authorised to contract further obligations in our name.

BRONSON & WESTON.

Ottawa, Oct. 23rd, 1869.

THE CHRONICLE AND NEWS.

THE CHRONICLE AND NEWS (weekly edition of the DAILY NEWS, Kingston), is published every Friday at Two Dollars per annum. Sent six months for One Dollar. DAILY NEWS, Five Dollars per annum.—Address the Publisher, Kingston.

J. R. KETCHESON,

Registrar of Births, Deaths, & Marriages and Township Clerk,

WILL be at the TOWN-HALL, MADOC, every SATURDAY, to attend to the business of the Township.

FOR SCHOOL BOOKS, STATIONERY, AND CHILDREN'S BOOKS,

At Publishers' Prices, Call At

WILSON'S DRUG STORE,

DURHAM STREET, MADOC.

DR. ELMER

HAS RESUMED HIS PROFESSIONAL PRACTICE.

Madoc, Oct. 10th, 1869.

MR. GREAM,

Solicitor and Attorney of the Chancery and Law Courts of England,

Conveyancer, Coroner, &c.

C. G. WILSON,

CHEMIST AND DRUGGIST.

DURHAM STREET, MADOC.

JOB PRINTING

EXECUTED AT THE MADOC MERCURY OFFICE

With Taste and Dispatch.

SUPPORT THE LOCAL INSTITUTIONS!

MADOC MARKET PRICES.

FRIDAY, Nov. 12th, 1869.

WHEAT	85 50/100
BARLEY	50
RYE	50 50/100
OATS	20 50/100
PEAS	60
BUTTER	15 50/100
EGGS	10
PORK	700
HIDES	50 50/100

Death of Chancellor VanKoughnet.

We regret to announce the sudden death of the Hon. P. M. B. VanKoughnet, Chancellor of Ontario. He died suddenly on Sunday evening, at his residence, in Toronto. He had been for some time past in bad health, and was about to visit Europe in hope of restoration; but the sad event now announced was not anticipated.—Mr VanKoughnet was an able lawyer, but not prominent as a politician. He entered public life as Minister of Agriculture in the Macdonald-Carter Administration, in May, 1856, and became a member of the Legislative Council in November of the same year. On the 7th August, 1858, he became Commissioner of Crown Lands, and held the post until his elevation to the Chancellorship of Upper Canada.—The deceased was in his 47th year, and was the eldest son of Mr VanKoughnet, of Cornwall. He leaves a widow and one son.—*Globe.*

The *Leader*, in its obituary notice, speaks very highly of the deceased's abilities as a politician. It also says that Mr VanKoughnet married young a daughter of Col. Turner, of the line, by whom he has several children now alive. One of his sons is in the Royal navy.

MISCELLANEOUS NEWS.

Jeff. Davis, for the remainder of his life, will reside in New Orleans.

The case of the Royal Canadian Bank against Mr. Small, was dropped at the late Kingston sittings.

Ex-Centre Stephens, the Fenian, is said to be in Paris, in great poverty, just able to keep alive by giving lessons in English at ten cents an hour.

The Queen, it is positively stated will next summer visit Ireland officially and publicly. In her published diary she gives some rather entertaining accounts of her first visit there.

There is said to be a ragged school in London in which in order to retain the scholars at all, the teachers are compelled to let them out in time to pick the pockets of the people on their way home from church.

The rail is increasing the price of land around Whitby. Mr. Wm. Glennay has sold his farm, two miles west of Whitby, for \$11,500, or at the rate of \$75 per acre. A few months ago he bought it for \$1,000.

The Rev. Michael Brennan, for forty-two years pastor of the Roman Catholic church of Belleville, died on Sunday, October 31st, in his seventy-third year. The deceased was one of the oldest residents of the town, and much respected by all classes of the community.

Somebody has claimed that Dr. Barker, of the *Kingsport Whig*, is the oldest editor in Canada. Mr. Wylie, of the *Brookville Recorder*, replies that if Dr. Barker can be placed as far back as 1826, it all right; but if not, he, Mr. Wylie, will still claim to be "the oldest man."

The *Kingsport Whig* does not seem to care who the "oldest man" on a newspaper in Canada is, but states as a fact that during several years after Dr. Barker's advent in Canada Mr. Wylie was working in the *Brookville Recorder* office as foreman. The oldest printer in Canada is on a Montreal paper.

An experiment is about to be tried in Bradford, England, in the way of providing a substitute for the public-house. It is proposed to erect a large building, in which all sorts of amusements will be provided, together with library and reading-room. No intoxicating drinks will be allowed on the premises.

The General Commanding has directed special classes to be formed in the different corps in Canada, not exceeding four men per battery, or 40 per regiment, of men eligible for promotion or desirous of improving themselves. They are to attend school 4½ hours daily for six months, to be exempt from duty, and not to be interfered with during school hours.

One of the leading merchants of Shanghai, China, is a genuine live Yankee. His ships (there as many as ten) as any other firm in the country, attends two churches, leads the choir at one, is a treasurer of a missionary society, member of the Philharmonic Society, engineer of a fire company, member of a regatta association, teacher in a Sunday school, assistant editor of a newspaper, member of the Asiatic Society, and a principal speaker at a debating club.

It has been repeatedly stated, says the *Belleville Intelligencer*, that peach trees will not live in our latitude, and from the number of attempts to grow them that we have known to have been made, we had arrived at the same conclusion, but the fine specimen of this delicious fruit which has been laid on our

table, grown in the orchard of Mr. T. Fralick of Sidney, is an evidence that some varieties will grow here.

At Oshawa, and in the neighbouring townships, the whole apple crop remaining on the trees is destroyed. The *Vindicator* says the Tallman Sweet is the only apple that at all withstood the frost, and these are injured. At least two-thirds of the apples were on the trees, and are now useless, unfit even for cider. Some are experimenting in the way of making vinegar, but with doubtful success. The value of the crop destroyed can not now be estimated. There are instances where the loss is as high as from four hundred to a thousand bushels per orchard, and some farmers have not an apple left to eat.

Pictou talks of a wooden railway, to connect that town with Belleville.

Brigade-Major Shaw, of Kingston, has been appointed Emigration Agent for Scotland. Major Shaw will leave for his headquarters at Glasgow as soon as he has received the necessary instructions from headquarters.

The French Canadians, according to the Quebec papers, are pouring into the Province in all directions from the United States. They have done their usual summer's work, and find the States a good place to emigrate from in the winter.

The *Halifax Express* says that if recent accounts received from the Northern and Western parts of Newfoundland can be relied upon, there seems to be but little doubt of the success of the Confederate cause at the approaching elections. The nominations take place on the 8th inst.; polling on the 18th.

The cowardly work of driving spikes into sawlogs on the Rideau has been followed, in the case of Mr. Code, M.P.P., by a further outrage. On last Friday night some scoundrels placed two bags of powder, with fuses attached, in Mr. Code's mill and kiln, respectively. The fuse in both bags lighted, but the one in the mill missed fire, while the other exploded and blew the roof off the building.

A valuable walnut log arrived in Detroit recently from Canada, which, although only 15 feet long and less than five feet through, has cost over \$300. It is to be cut up into fine stuff, and if the quality proves to be superior, the value of the manufactured article is expected to exceed \$1,000.

Bishop Oxenden preached on Sunday in the Cathedral Montreal. He referred to the very small stipends which he found, during his recent tour through his diocese, were received by many of the clergy, and urged greater liberality, especially in view of the fact that contributions from the Home Aid Society would soon be wholly withdrawn.

Lottridge and Banberry, two convicts from the Mohawk tribe, escaped from the Kingston Penitentiary last week, and were traced by a prison guard as far as Odessa; but were not recaptured at last accounts. Banberry had seven years to serve, and Lottridge was sentenced for life for the crime of rape. The *News* says that Hunter, the guard under whose care the prisoners were, has been discharged.

The Bombay Athenaeum attests that the mind of India is now agitated, not on the increase of commerce, vast as that is, but on the Christian religion. India is much in the condition of Rome previously to the baptism of the Emperor Constantine. Idolatry, here as there, now as then, is falling into disgrace. Men are becoming wiser. Truth, in its clearness and power, is gradually entering their minds, and changing their habits and lives.

The steamship "Her Majesty," which has been engaged in a profitable trade during the past summer between Toronto and Halifax, but which has met with many misfortunes since she was first launched on the Welland Canal, was totally lost on Whitehead Shoal, near Pique, Quebec, on Saturday. The catastrophe occurred during a dense fog and heavy snow storm, but fortunately no lives were lost. A portion of the crew have reached Quebec, and Capt. Kennedy with the remainder are on their way to that port. The vessel, which was laden with 600 tons of coal from Pictou, N.S., belonged to Mr. T. C. Chisholm, of Toronto, and was, together with the cargo, valued at \$45,000. She was insured in the "Howe" and "Etna" offices.

DIVISION COURT CLERKS.—It is whispered that many of the Division Court Clerks throughout the Province are not so strict in accounting to the Government for the fees on proceedings in these courts as they ought to be, and that the law stamps required by the statute to be affixed to necessary legal documents are often dispensed with. So great has been the discrepancy in some counties, with the returns made from others, that an inspector is to be appointed to visit all the Division Court offices in the

province, and examine into the manner in which the clerks discharge their duties in this respect.

The Prince of Wales ran great risk of being killed a fortnight ago. He was on his way to Scotland by the limited mail train when one of the carriages got off the line of rails. The Prince was jerked against the roof of the car he sat in, received several wounds about the head, and had a very narrow escape with his life.

THE NORTH WEST.—Prof. Bell, of the Geological Survey, is back from his field duties with the exploring expedition in the North West, and is staying in Kingston a day or two on his way to Montreal, where the reports and surveys of the expedition will be collated. He gives, we understand, a very favourable account of the new country which the party traversed during the summer. Besides doing geological work the surveyors under their instructions, had an eye to the practicability of a railway route.—*News.*

VARIETIES.

When may I presume that a man is very hungry?—When he devours books.

In cold northern countries, by a wise provision of nature, the mountains are clad in fire.

"Industry must prosper," as the husband said when holding the baby while his wife chopped wood.

Carlyle, in his advice to young men, says, "If you doubt whether to kiss a pretty girl, give her the benefit of the doubt."

"G. is so very close," was observed by B. "he will squabble about a single farthing."—"Well," remarked W. "I have always thought that the less one squabbles about the better."

A gentleman, taking apartments, said to the landlady, "I assure you, madam, I never left a lodging but my landlady shed tears."—"I hope it was not, sir, because you went away without paying," said the landlady.

A lady thought it would look interesting to faint away at a party, when one of the company began bathing her temples and head with vinegar, upon which she suddenly started up and exclaimed, "For Heaven's sake, put nothing on that will change the colour of my hair!"

A horse-dealer, who lately effected a sale, was offered a bottle of porter to confess the animal's failings. The bottle was drunk, and he then said the horse had but two faults. When turned loose in the field, he was "hard to catch," and he was "of no use when he was caught."

"John, where was the clergyman's text last Sunday?"—"Let me see," said John, "I believe it was in the— Oh, bother my short memory! I can't recollect the place, but the words were, 'Sleep on now, and take your rest.'—"What did he make of that, John?"—"I don't know," was the reply;—"for he's continually been telling us that truth is always practical; so thinks I to myself, I'll take you at your word for once, and I never awoke till after the Amen."

Old Captain Yarn was a perfect marine philosopher, and no amount of ill-luck ever depressed his faith or good spirits. Coming into the harbour once with an empty ship, after a three years' cruise, he was boarded by a townsman, who inquired, "Wal, cap'n, how many barrels? Had a good yage?"—"No," responded the skipper, "I haint got a barrel of oil aboard; but," said he, rubbing his horny palms with satisfaction, while his hard features relaxed into a smile, "I've had a mighty good sail."

A SIMPLE REPLY.—A girl forced into a disagreeable match with an old man whom she detested, when the clergyman came to that part of the service where the bride is asked if she consents to take the bridegroom for her husband, said, with great simplicity, "Oh dear no, sir; but you are the first person who has asked my opinion upon the affair."

QUAKER COUNTERS.—"Martha, dost thou love me?" asked a Quaker youth of one of those sturdy heart's fondest feelings had been offered up. "Why, Seth," answered she, "we are commanded to love one another, are we not?"—"Ah, Martha! but dost thou regard me with that feeling the world calls love?"—"I hardly know what to tell thee, Seth. I have tried to bestow my love on all; but I have sometimes thought, perhaps, that thou wast getting more than thy share."

FEELING HIS WAY.—"Uncle," said a young man, who thought that his guardian supplied him rather sparingly with pocket-money, "is the Queen's head still on the sovereign?"—"Of course it is, nephew; stupid fellow. Why do you ask?"—"Because, it is such a length of time since I saw one."

THE MADOC MERCURY

AND NORTH HASTINGS MINING NEWS.

No. 360.

MADOC, (HASTINGS CO., ONT.) SATURDAY, NOVEMBER 20, 1869.

PRICE TWO CENTS.

The Railroad.

To the Editor of the Madoc Mercury.

Sir,—Before engaging in an enterprise of what kind soever where money and labour are involved, we usually sit down and count the cost, and ask ourselves the questions, Will the enterprise pay? will it put money into our coffers? shall we as individuals or as a community be benefited? If after due deliberation we are satisfied the scheme will prove profitable, we enter into and prosecute it with zeal and energy; otherwise we let it fall to the ground.

In the Railroad project now engaging the minds of the people of these back townships, the questions naturally arise, Do we want a railroad? Will the traffic warrant the cost of construction? Will it give us better markets, and enhance the value of property? In short, what are the advantages that such a road will gain to us?

As to the first question, the necessity of a road, who will stand up and say, that it is not only desirable, but really of the utmost importance to the people of this back country, to have a communication opened up with the front by rail. Ask the farmer who has been suffering inconvenience and loss all these years, for the want of a market at home, travelling day and night, exposed to storm and tempest, in order to reach home in two days, away twelve miles north of this village, and he will tell you that he most requires to enhance the value of his farm and its products is a railway to the front; more, many will tell you that unless they get it, they will seek a home elsewhere, where inconveniences are less, and advantages for acquiring property more; and not in a few instances, some of the old settlers and best citizens have been suing the action to the word, and have secured homes in more favoured places. Ask the merchant, who has been losing the cream of his business from year to year, by the farming products seeking a market elsewhere, and he will tell you what is required to give success to his business, is a railroad. Appeal to the mechanic and labourer, and all classes of the community, whether a railroad to the front is not the one thing needed, and all hands will at once go up yea.

With reference to the traffic for a road to add from the front, I know that it has been said by some closely calculating individual, that two cars would carry the freight of every kind that would find its way over the road. This is simply nonsense. On a calculation which I have been able to make with considerable accuracy, I send over the road to and from the front, with an increasing trade, 150 tons of freight each year, equal to one half ton per day, and at 15 cents per 100 lbs., the probable average cost by rail for all classes of freight from Madoc to Kingston, it would sum up \$450,—a small item for a railroad, but I am only one interested. It ought, however, to be sufficient to purchase grease for the wheels, unless this be an expensive article. Judging from a remark dropped at the Belleville railroad meeting, by an enterprising (?) gentleman of that town, either car grease must be expensive, or he must have entertained a poor opinion of the benefits that Belleville would gain by being the terminus of a railroad from the back country, when he said he would not furnish car grease for all the benefits that Belleville would derive from such a road. This may or not be so, but I am warranted in saying that the damage that Belleville would sustain, by the products of the back country finding an outlet elsewhere, would furnish all the obnoxious material necessary for one road.

Returning again to the matter of freight, suppose that five other persons in this village send over the road an equal amount of freight with myself, we have \$2,700 for the village. Then say that 1,000 farmers in and contiguous to this township use the road to the amount of \$10,000 on an average for freight,—we have an aggregate of \$12,700 for the Madoc station for one year. But this is not all. So soon as the railroad is in operation, there are, as the saying is, a thousand and one things that spring up to furnish freight for a road, by way of timber, lumber, staves, shingles, tan bark, and even time could be manufactured and shipped to advantage. Then, again, we have iron ore, in quality and quantity, unequalled, lying in the bowels of the earth undeveloped,

which ought of itself to be sufficient to furnish traffic for one road.

Add to the freight which Madoc and its surroundings could furnish a railroad, that of all the intervening townships between Madoc and Kingston, and we have such a load for two cars, as would cause them to groan, being burdened.

But, says one, We will have to be taxed for the road, and we never can stand that. Most certainly we will; railroads, even wooden or narrow gauge, can not be built without money, raised by bonuses or in some other way. I know people as a rule have a horror for taxes, and it is no wonder, when their taxes go on increasing from year to year, without bringing them anything perceptible in return; but you make it appear to any man that by being taxed one dollar, he would get two, which I believe will be the case in a bonus tax for the road in question, and he will say, "that is the right kind of taxation; tax me all you please." It has been calculated that a bonus of \$10,000 for the township of Madoc, would add only 1 cent to the dollar, and would be \$2.00 on an assessment of \$800, which positively would not pay one trip to front markets. Who would not be willing to be taxed \$2.00 per year for a railroad!

I might give many proofs of the advantages of a road to the front, but already I fear that my letter is quite too long. In conclusion, we now have a railroad within our reach, and if we allow the opportunity to go by, it may be a long time before another so favourable presents itself. A few months ago, it would not have been believed that such unanimity of purpose and feeling could be found among the people in reference to a railroad, and especially in being taxed for a bonus. Thus far all has been done that can be done, and I sincerely hope that no effect necessary to be made will be allowed to slacken until it shall have been crowned with success.

I shall hail with delight the day the first rod is broken for a railroad to the front, and the first sound of the whistle that is heard echoing through these hills. Then will have dawned upon us a new era in the development and prosperity of this section of country.

Yours, &c.,
E. D. O'FLYNN.

Madoc, 11th Nov., 1869.

Railroad Meeting at Newburgh.

On Saturday evening, Nov. 6th, a meeting of the ratepayers of this municipality was called by order of the Reeve, A. Caton, Esq., to receive the report from the delegates appointed to attend the meeting held at Kingston on the 2nd inst.

On motion, A. Caton, Esq., was appointed chairman. After explaining the object of the meeting, he called on J. D. Ham, Esq., one of the delegates, to give an account of the meeting held at Kingston, which he did in a very satisfactory manner.

Several gentlemen were then called upon to express their views on the subject, which they did very readily, all approving of the advisability of securing the route of the projected railway through this municipality.

After discussing the subject for sometime, it was moved by D. B. Stikney, Esq., seconded by Thomas Scott, Esq.,

"That in the event of the contemplated Railroad passing between the City of Kingston and Village of Madoc passing within the limits of this municipality, that a bonus of \$5,000 be given, and stock to the amount of \$5,000 be taken by this municipality."—Carried unanimously.

A committee was then appointed to canvass the Village, to ascertain the amount of private stock that will be taken.

The Secretary was requested to send a report of this meeting to the *Daily News* and *Madoc Mercury*. The amount of private stock taken will be sent as soon as possible.

WM. H. MILLER, Secretary.

The British 64 gun frigate *Angusta*, sunk in the Delaware, below Fort Mifflin, in 1777, has just been raised in a good state of preservation.

The Public Accounts of Ontario.

"We publish in other columns summary statements of the public accounts of the province for 1869 and nine months of 1869, which Mr. Wood laid before the House yesterday. The returns themselves are very full and complete, with this exception, that there ought, we think, to be a statement giving a recapitulation of the expenditures, in addition to the extended statement. This would prove a convenience. Otherwise the returns seem to be all that could be desired.

"The total receipts for 1868—the fiscal year ending on the 31st December—were \$2,260,170. Of this amount the subsidy from the general government came to \$1,383,750; receipts from Crown lands \$134,893; from Clergy lands \$183,873; from Common Schools lands \$115,457 and from Grammar School lands \$230,176. The total expenditures were but \$1,182,388—\$1,170,000 less than the estimated expenditures. This shows a very great economy and excellent management, but of course, this does not give a correct idea of the normal surplus for the year, since no account is taken of the interest on the provincial debt, which will, probably, be from three to four hundred thousand. There was a considerable surplus, however; and the investments during that year amounted in all to \$850,000—\$500,000 in 6 per cent. Dominion debentures, purchased at 98, and \$350,000 in 5 per cent. Dominion stocks, bought at 101.

"The returns for the nine months of this year only partially indicate the character of what the year's transactions will be. So far the receipts have been \$2,061,611, but it must be remembered that the whole of the subsidy from the government at Ottawa being payable half-yearly in advance is taken into the account. The Crown Lands, thanks to the way in which Mr. Richards has squeezed the poor settlers, have yielded an increased revenue; it would be strange if they didn't. The receipts for the whole year will, no doubt, foot up considerably beyond those of 1868. The expenditures for the nine months reached \$1,008,806, so that they promise to be increased for the whole year as well as the receipts.

"Further investments have been made this year. First, there is a sum of \$658,510 "salted down" in 5 per cent debentures of the Dominion at discount rates varying from 93 to 95; something like \$500,000 more in the same class of securities at 98; and there is a "special deposit" besides of \$500,000—making a total investment up to the present time of \$2,065,544. It speaks well for our position and the government management that there have been such large investments coincident with considerable expenditures upon necessary public works, such as a new lunatic asylum, a new deaf and dumb asylum, improvement of internal navigation and the like. We fear the surplus wouldn't last long if the Griggs got their needy hands on it."—*Leader*.

THE FUNERAL OF THE LATE GEORGE PEABODY took place on Friday, the 12th inst., when the remains of the deceased philanthropist were deposited with befitting ceremonies in Westminster Abbey, where they will remain until arrangements are completed for their removal to America.

LONDON, Nov. 14.—A few days previous to his death Mr Peabody gave an extra £150,000 to the Peabody Fund.

In accordance with the announcement on Friday, the Bishop of London to-day delivered the funeral sermon on the late George Peabody at Westminster Abbey. The interior was still hung with mourning. An immense congregation was present, and listened with manifest emotion to the eloquent words of the preacher in eulogy of the great philanthropist. The Bishop said no untitled Commoner ever drew around his grave so large a concourse of sincere mourners as George Peabody. The reason was, through a long life he had laboured for others, especially for the poor. Simple in his habits, and unambitious of rank or power, he found his enjoyment in beneficence. It was his business to gather wealth, and his joy to give it away. His name would be a heritage of two great nations, and would form another strand of the cords binding England to America.

THE MADOC MERCURY

AND NORTH HASTINGS MINING NEWS.

A Weekly Journal of Local and General Information.

Will be Published every Saturday Morning, at Ten Cents a Copy, or One Dollar a Year, STRICTLY IN ADVANCE.

ADVERTISEMENTS WILL BE INSERTED ON THE FOLLOWING TERMS FOR CASH:—

Six lines, first insertion	0 50
Each subsequent insertion	0 12½
Six to ten lines, first insertion	0 70
Each subsequent insertion	0 16
Above ten lines (per line) first insertion	0 07
Each subsequent insertion, per line	0 02

All Communications for the MERCURY to be addressed (post-paid) to A. SMALLFIELD, Madoc.



THE MADOC MERCURY

AND

NORTH HASTINGS MINING NEWS.

MADOC, SATURDAY, NOVEMBER 20, 1898.

Trouble in the Northwest Territory.

News comes from our about to be acquired possession in the North-West, which is somewhat curious, and to most Canadians will be quite unexpected, as it tells of an "insurrection," although on a very small scale. Governor McDougall is reported to have been met, as soon as he crossed the boundary line between the United States and the Red River country by a mob of half-breeds, who refused to permit him to proceed; their objection being, apparently, that their rights, or fancied rights, to a large portion of the Territory, will not be recognized by the Dominion Government. The accounts are somewhat contradictory; as the first report is said to have been exaggerated, and the affair to have been amicably arranged, Gov. McDougall being allowed, after explanations, to proceed quietly to his destination; while later intelligence, from American sources, is to the effect that the "insurgents" have actually compelled the Governor to retire, and take refuge for a time on American soil—one of his suite, Mr. Provencher, being detained as a "prisoner of war." It is urged by the *Telegraph* that the Governor ought in the first place to have been accompanied by a body of troops, and that some should be at once sent to his assistance. Are they, like him, to go through American territory? As the Government has not yet received an official notification of the "difficulty," it may not be of a really serious character. The *Montreal News*, however, recalls the fact that in August last it gave notice that trouble might be expected if Mr. Macdougall was appointed Governor, he having rendered himself obnoxious to the Indians, by selling land on the Manitoulin Islands, which they claimed to belong exclusively and perpetually to them.

Whatever may be the nature and extent of the trouble, it might have been less likely to occur, had the Governor kept on Canadian soil till he reached the scene of his new duties. As matters stand, the advocates of a Canadian standing army have now got hold of a chance of getting in the thin edge of the wedge.

The Survey.

The preliminary survey of the two sections of the proposed railway—namely, from Madoc to Tamworth, and from Kingston to Tamworth—was completed, so far as the inspection of the ground to be traversed is concerned, by Messrs Forneri & Kennedy, and by Mr. Nash, early this week; but the calculations as to the cost of grading, building bridges, &c., would delay the presentation of their respective reports to the Board of Provisional Directors until the end of the week.

With respect to the route from Madoc to Tamworth, we understand that Messrs. Forneri & Kennedy will report that they have found a good route from this village to Tweed, by way of Downey's Rapids; and a somewhat longer, but still more favourable route,

north of the river Moira, to Bridgewater, and thence to Tweed. From Tweed again, north of Stooce Lake, there is a very practicable route to Tamworth.

Mr. Nash, after completing the survey from Kingston to Tamworth, came on as far as Madoc, and met several gentlemen of the local committee, for the purpose of obtaining information on sundry points which he was desirous of embodying in his report. With respect to the route from Kingston to Tamworth, whether by way of Sydenham or by Newburgh, Mr. Nash, we believe will express no preference, but will content himself with showing the merits or demerits of either route, as to length, engineering advantages or difficulties, and the amount of business each would contribute to the traffic of the road.

On the question of the selection of the principal points to be touched at by the road, there will be plenty of discussion—and, we expect, enough of both for those upon whom the task of decision will fall—most of the promised bonuses being conditional, and depending upon the grant of a station at some certain point within the limits of the townships interested.

The Bonus list, to the best of our knowledge and belief, stands at present thus:—
Madoc, \$10,000.
Hungerford, \$10,000.
Sheffield, \$10,000, and Tamworth, \$10,000.
Camden, \$10,000 bonus, and \$5,000 stock; and Newburgh, \$5,000 bonus and \$5,000 stock.
Kingston City, \$50,000 bonus.

Elsewhere, also, we believe, is good for \$5,000 bonus, besides liberal donations from the Hon. B. Flit in aid for station, right of way, and timber for track and bridges.

In Huntingdon, likewise, there is a growing disposition among many of the inhabitants, as we are informed, that the municipality should do something to aid in securing a railroad which would be of so much benefit to themselves. Their help may be required.

In Loughborough and Portland, whose claims and importance are so warmly advocated by some parties in Kingston, we do not, however, as yet, see any eagerness to vote bonuses. We really think it is time for them to wake up, for they can hardly imagine that the amount of income they will contribute to the railroad is so great as to ensure its passage through their limits, without any bonus being granted.

We take the following from the *Globe's* report of the proceedings of the Legislative Assembly:—

Mr. Carnegie moved the appointment of a Select Committee to enquire into and report upon the usefulness and cost of wooden railways, as a means of furthering the settlement of the country: said Committee to be composed of Messrs. Carling, Richards, McMurich, McKellar, Cumberland, Boulter, Barber, Williams (Durham), Graham (Hastings), Craig (Russell), Cockburn, Sinclair, Greely, Hooper, Calvin, and the mover. He said his object in making this motion was to bring prominently before the House the subject of wooden railways, as a cheap and available means of furthering the speedy settlement of the country, and also that this House might, through a committee of its members, thoroughly examine into the merits and demerits of these roads. If the report should be favourable it would, no doubt, be of assistance to those who were promoting such railways; while, if unfavourable, it might on the other hand be the means of preventing the useless expenditure of a very large amount of money. At the present time throughout the country, from one end to the other, projects of this kind were springing up. It would be not only unnecessary, but an insult to the intelligence of hon. gentlemen, that he should take up their time in discussing the advantages, which must inevitably flow from the construction of railways through the newly settled parts of the country. As to that, he thought there could not be two opinions; and the regret was universal that hitherto we had not been able to devise any practicable means for the construction of such railways. By resrting, however, to the system of wooden railways, he was satisfied that we had placed within our means the construction in poorer localities of roads which would secure the end we all so much desired. During the past summer he had had occasion to devote a good deal of attention to this subject, and he had also visited the wooden railway which had been in operation for three or four years in the state of New York, known as the Clifton railway. From what he had seen, he was satisfied that these railways were capable of performing all that was claimed for them, and many

other gentlemen of practical experience and having an intimate knowledge of railways had visited this work and had come to the same conclusion as to the merits of the system. We had also before us the action of the Quebec Legislature and people, who were now pushing vigorously forward several projects of this kind. He thought, if we followed their example, we would be doing something that would very materially benefit this Province. He might also mention that he was informed that, at a short distance from Clifton, they had commenced to build another wooden railway. This afforded strong proof that those who had the best opportunity of judging of the merits of these works were satisfied that they were capable of doing all that was represented. He thought it was quite unnecessary that he should take up time further in arguments to show that this Committee ought to be granted an order to examine into the subject.

Mr. Hayes remarked that the Committee, as named by the hon. mover, was an almost purely eastern Committee.

Mr. Carnegie—We take most interest in the subject in the east.

Attorney-General Macdonald said, if this were an ordinary matter, having reference to the amendment of a railway charter, or a petition for the incorporation of an ordinary Railway Company, the proper course would be to send it to the Committee on Railways. But his hon. friend proposed—and he (the Attorney-General) thought, very properly—that a special report should be made to this House on the advantages which would be derived from a cheaper kind of railroads—than any that had been introduced into this country hitherto. There could be no objection to having a committee on the subject. Of course, if the committee were to recommend any public grant, they would be transgressing the legitimate bounds which the adoption of this motion would give them. Their function, as he understood it, would simply be to report to this House, such information as they might collect, shewing the advantages which were to be derived from wooden railways and, that being the view, he had no objection to the committee being organized. He supposed his hon. friend would be prepared to bring forward such information and such statistics as would at all events enlighten the House as to the practicability of adopting that system of railroads, at least in that particular part of the country in which the hon. gentleman was more particularly interested.

The motion was agreed to.

The Valley of the Napanee River.

To the Editor of the Madoc Mercury.

SIR.—In fulfilment of my promise I now proceed with the valley of the Napanee River. Yarker is situated about five miles from Clark's Mills, the point at which my last closed, at which place a large quantity of shingles and lath are manufactured, by John A. Shibley, Esq.

J. Cornelly and E. W. Benjamin, Esqs., are machinists, and manufacture heavy mill irons, threshing machines and measures, also ploughs, stoves, &c. This firm have recently fitted up a most extensive and commodious shop, and their location will be of great service to the surrounding country.

Alex. McVean does a large milling business, and is most favourably located to serve advantageously the public demand in his line, and would contribute a heavy item in freight. In fact, the shingles, lath and milling, &c. from this place, would be no mean item.

Colebrook comes next, one mile further up the stream, where are located saw and grist mills, with a wonderful power of further use; and at no distant day, will no doubt, with its sisters, Yarker on the west and Petworth on the east, become large manufacturing places. Petworth, of which I have just made honourable mention, is still further up stream, three miles from Colebrook, and under the fostering enterprise of Geo. Lott, Esq., has lately become a place of note for the manufacture of lumber, and contributes largely to the benefit of the farmer, by its milling and felling machinery. The privilege at this point is excellent, but not so extensive as at other points along this magnificent river.

Retracing our steps to Yarker, intending no discredit to Colebrook, I would remark that the privilege here is really very fine, and as we are now going down stream, I may mention, at Clark's Mills, Hooper's Mills and Jas. Nimmo's Mill. The privileges are not used to their full capacity. Then at Newburgh, the power of machinery could be extended to almost twenty times its present use.

Then, should the air line be followed, as I learn from your paper it was so understood at Madoc meeting, Newburgh and Clark's Mills could be both

taken up in the route, without any detriment to the building of the road, and would contribute more than any other like distance, in freight 100 per centum. From either point you have a fine level country to Kingston.

By what authority, I would ask, do the Kingston people assume to give directions, without consulting others equally interested? Have a care, gentlemen, that you do not make a "frog pond" similar to the Wolfe Island Canal. Don't break faith with the enterprise; let the road pass through the country that will contribute in bonus and stock, easy of construction, and the shortest distance. Get cordwood out of your eye, and be sure that private interests are not served, in place of benefiting the country. If the direct line, as near as may be, is found to pay, tributaries can easily be built, which will benefit the back country, serve as feeders, and not lessen the value of the stock of the road. The Madoc people will not then be compelled to pay extra in freight and passengers' fare, for the greater distance, but will pass direct to Kingston; and should the road be continued to Georgian Bay, and the Far West contribute to the road, *shortness of route* is so much in favour of such an event. The people of Kingston stand in their own light by urging any other course of action. There is no dodging the question. Every man to his post, and let all brand with infamy, the men who would dare to bribe, to secure certain private interests. Time will work wonders and in the end, the "cat will out of the bag." The honest straight forward course is the only one that will stand the test. We want a road that will have the confidence of the public, so that its Stock will be taken with a hearty good will. Success to the Line that will pay—"the air line." Good bye.

FAIR PLAY.

Bath, Nov. 16th, 1896.

Good sleighing, in and about Madoc by the middle of November.

ADVERTISEMENTS.

G. M. BROOKS, Madoc.

AGENT for BENNETT & BAIN'S Celebrated ALE, BEER and PORTER.
The Trade supplied on Liberal Terms.

Strayed!

A MONTH ago, a Yoke of OXEN,—one a Red and White spotted Mully, the other a Dark Grey, with horns; coming five years old. Any one giving information to the undersigned that will lead to their recovery, will receive a reward of Five Dollars.

JAMES JARVIS.

Lot 8, 1st Con., Madoc.—Nov. 15, 1896.

Stray Heifer.

CAME to the premises of the undersigned, some time in the month of September last, a Two-year old Red Heifer. The owner is requested to prove property, pay charges, and take the animal away.

MALCOLM MACKINTOSH.

Lot 7, 5th Con., Madoc.—Nov. 18, 1896.

LIST OF LETTERS

Remaining in Madoc Post Office, Nov. 1st, 1896.

Allen, S	Kincaid, Jos.
Baley, Jno	Mahoney, Timothy
Best, Jno	Moxley, Mrs R
Bradlock, Wm	McKinnous, Geo
Batesman, Wm	Molotosh, M
Connell, Thos	Phin, Miss
Conlin, Francis	Shipman, S R
Conlin, F	William, James (2)
Eager, Mrs E	Wanamaker, Jno
Harvey, Mrs	Wanamaker, Jno H
Imman, Nelson	Wild, Miss Carrie
Jones, Jno	Young, Peter (2)
Kain, Mrs Hannah	

Please ask for Advertised Letters when calling for the above.

E. D. O'FLYNN, Postmaster.

Dentistry.

GEO. W. WALKER, L.D.S.,
SURGEON DENTIST, BELLEVILLE.

WILL be in his ROOMS at MOON'S Hotel Madoc, on the first MONDAY and TUESDAY of every Month.

WANTED!

20,000 RAILROAD TIES, and

4,000 CORDS CEDAR BOLTS,

Delivered on the shores of Hog Lake or the River Moira.

W. A. HUNGERFORD & CO.

Madoc, Oct. 8, 1896.

Village Lots, for Building Purposes, at Reasonable Prices.

THE SUBSCRIBER offers for Sale Fifty Eligible Building Lots, situated in the immediate vicinity of his Grist-Mill, and contiguous to the Southern portion of the village of Madoc.

All parties desirous of securing a place of residence in a healthy locality and a desirable neighbourhood, will be treated with on favourable terms, both as regards price and terms of payment. Title indisputable. Apply to

CHARLES KIRK, on the Premises.

LOOK OUT, FOR COLD WINTER IS COMING!

THE SUBSCRIBER, in Returning Thanks to the Public of this vicinity, for their Liberal Support since he commenced business, would say that he is now prepared

To Full and Dress Cloth,

delivered at his MILL in MADOC.

As he intends to do the work himself, he would also say to those favouring him with their custom, that it will be DONE WITH DESPATCH, and WARRANTED.

CLOTH taken in at THOMAS EMO'S, Ivanhoe, and at LUKE'S Hotel.

C. T. LANE.

Madoc, Sept. 10, 1896.

E. FRANKLIN,

Licensed Auctioneer, for Hastings Co.,
MADOC.

MONEY advanced on Consignments.

Sales in any part of the County attended on moderate terms.

Crown Land Reform.

To the Editor of the Madoc Mercury.

Sir,—Permit me through your paper to call the attention of the men of North Hastings to a subject of the most vital importance. It is useless to talk of building Railroads, unless we can find employment for them when built: and it will be impossible for the population of the back townships to hold even their present status unless something is done to arrest the havoc of our forests under the present ruinous system of Timber Licenses.—I speak advisedly when I say that, if the license system were abolished, and the whole public domain thrown open to sale (as it is in the States) without reservation, within a year the greater part of the wild lands of the Crown in this tidying would pass into the hands of men of capital, who would establish saw mills, shingle factories, and manufactures of all sorts of wooden wares, that would bring an immediate influx of population and capital into the country, and furnish immediate employment for the Railway.

A judicious management of the resources of our forests is all that we have to sustain us, and keep the business of the country afloat, until by persevering energy and scientific skill we restore confidence in our mineral resources, which, when successful, will be a permanent staple of industrial wealth. With these objects in view, then, I propose that meetings be called at different places, a petition got up and forwarded immediately to our local representative to introduce into Parliament without delay a Bill on which so much of our present prosperity and future hopes depend.

W. H. PALMER.

Tudor, Nov. 15th, 1896.

A Social at the Cedar School-house on Monday evening next.

A collision occurred on the Grand Trunk near Collinsby, about six miles from Kingston, early on Wednesday morning, between the express train going east, and a mixed train, going in the same direction but standing still to repair some damage. The engine driver of the express was killed outright, and the stoker died from his injuries soon after. All passengers escaped. The conductor of the mixed train, F. White, has been committed for trial for manslaughter.

WANTED!

5,000 New Subscribers

AND ADVERTISERS,

so that the

Madoc Mercury

may be

ENLARGED

To Dimensions corresponding with the Importance OF THE NEW RAILWAY DISTRICT AND ITS VARIED INTERESTS.

Send on the Names and Subscriptions at once.

Kingston & Madoc Railway.

NOTICE is hereby given. That an application will be made to the Legislative Assembly of the Province of Ontario, at the next session thereof, for a Charter to incorporate a Company to Build a RAILROAD from KINGSTON to MADOC, with power to extend the same beyond the last-named place Westward; and also for a Grant of Public Lands to aid in the construction thereof.

STEPHEN REED.

Madoc, Oct. 6th, 1896.

NOTICE.

K. MCKENZIE has ceased to be our Agent at E. EGAN FARM, and is not authorized to contract further obligations in our name.

BRNSON & WESTON.

Ottawa, Oct. 23rd, 1896.

THE CHRONICLE AND NEWS.

THE CHRONICLE AND NEWS (weekly edition of the DAILY NEWS, Kingston), is published every Friday at Two Dollars per annum. Sent six months for One Dollar. DAILY NEWS, Five Dollars per annum.—Address the Publisher, Kingston.

J. R. KETCHESON,

Registrar of Births, Deaths, & Marriages
and Township Clerk,

WILL be at the TOWN-HALL, MADOC, every SATURDAY, to attend to the business of the Township.

FOR SCHOOL BOOKS, STATIONERY,
AND CHILDREN'S BOOKS,
At Publishers' Prices, Call At

WILSON'S DRUG STORE,
DURHAM STREET, MADOC.

DR. ELMER

HAS RESUMED HIS PROFESSIONAL PRACTICE.
Madoc, Oct. 10th, 1896.

MR. GREAM,

Solicitor and Attorney of the Chancery and Law Courts
(of England),

Conveyancer, Coroner, &c.

C. G. WILSON,
CHEMIST AND DRUGGIST.
DURHAM STREET, MADOC.

JOB PRINTING

EXECUTED AT THE MADOC MERCURY OFFICE

With Taste and Dispatch.

SUPPORT THE LOCAL INSTITUTIONS!

MADOC MARKET PRICES.

FRIDAY, Nov. 19th, 1896.

WHEAT		50 15/100
BARLEY		5 10
RYE		5 30/100
OATS		5 30/100
FEAR		0 00
BUTTER		0 15/100
EGGS		0 10
PORK		7 00
HIDES		500 00

MISCELLANEOUS NEWS.

The population of Philadelphia is now estimated at 785,000.

California has imported French workmen and machinery for the purpose of manufacturing beet sugar.

A Virginia paper believes that the new emigration movement South by the negroes will in a few years empty that State of the race.

The lumber trade of Savannah has increased so much that it may now be classed as the principal shipping depot for lumber on the Atlantic seaboard.

Messrs. J. T. Davies & Co., of Hamilton, have undertaken the shipment of salted mutton to Liverpool, and sent off last week nearly eight thousand pounds.

Dakota is settling rapidly. Nearly 1,000,000 acres have been taken this year under pre-emption and homestead laws. A colony of Wisconsin farmers is mentioned among the latest arrivals.

An eighty barrel a-day oil well has been struck at Petrolia by Messrs Marshall and Goodrich. It has seriously affected the neighbouring wells, so that the general production will not be increased much.

A boy's sixpenny subscription for a monument to Dafeo, author of Robinson Crusoe, is on foot in Montreal, in conjunction with a similar movement in England.

A gentleman from Londonderry informs a London editor that all the servant girls in that time-honoured city look to Canada as their future home. Large numbers left the North of Ireland lately for the Dominion.

The importation of English sparrows to Quebec has been quite a success, and has attracted the attention of the Bureau of Agriculture. They have proved deadly enemies to all kinds of tree insects. The inhabitants, whose premises the sparrows frequent, are asked by the gentleman who imported them to apply to him for the necessary amount of food for them during the winter.

The prospects of the fur crop in the Red River territory are good. Trappers say there will be a large yield of rats, mink, and a good share of otter and beaver. The rabbits are numerous again, which is a sure sign of increase of lynx. Buffalo hides are expected to be a poor return, if it is true that a war is again raging between the Cree and Blackfoot Indians.

A great many rumours concerning the illegitimacy of the Prince Imperial are circulating in Paris. The most widely circulated of these reports is that the Prince is the son of a Spanish merchant, who was prevailed upon to give the babe to the Imperial family, and accept a very lucrative position in Pondicherry. Rochefort has repeatedly alluded to the illegitimate birth of the Prince in *La Lanterne*.

PEAT.—The present high price of cordwood in Hamilton has had the effect of bringing into the market large quantities of peat, which is now selling at \$5.50 a ton. Those who have used the article speak very favourably of it, and say that it is more economical than wood, makes fires as hot and clear as a fire, and takes up less storage room. The peat trade here is likely to be pretty brisk, and already many housekeepers have laid in their winter stock.

MINING ACCIDENT IN MEXICO.—The New York Sun's Washington special of the 13th says:—The most horrible catastrophe that has occurred during the last half century in any silver mine in the world, happened within the old mine of Jesus Maria, near the city of Guanaxuato, on the 9th October. While the labourers were seated in one of the broader chambers, eating their noonday meal, they were startled by a sudden crumbling sound above them, caused by the giving way of an immense portion of shelving rock which formed the roof of the chamber. With them were their wives and children who had brought their meals, and were waiting to return with their pails and baskets. Scarcely a second intervened between the instant the alarming sound was heard from above and the crash upon the chamber floor below, followed by a cloud of dust and the mingled cries of a thousand voices. Twenty-five thousand tons of rock in a body had bowed in an instant upwards of a hundred miners, their wives, sisters and children. By counting the whole number who had entered the mine in the morning, and missing women who had carried meals to relatives and friends, it was ascertained who had been buried in that horrible macabre scene.

The day following, that on which the Jesus Maria silver mine disaster occurred, 15 women, 6 children, and 12 men were drowned in the river Maracala.

State of Michigan. They had reached the river brink and sat down to rest, before undertaking to ford the river, which had been swollen by late rains. The bank upon which they sat overhung an angry current, and suddenly slid off from the main land into the stream and every one perished.

The Board of Trade at Ottawa has memorialized the Ontario Legislature to abolish the exemption of the Civil Service from taxation under the assessment law; and also that merchants be assessed on income only, and not on real estate in addition thereto.

About four o'clock on Sunday morning, a fire broke out in Peter Ford's paper mill, about four miles from Trenton; it was completely destroyed; no insurance. The fine flouring mill, with about 3,000 bushels of wheat, belonging to G. H. G. Osborne, of Trenton, and adjoining the paper mill, was also burnt. Partially insured.

MELANCHOLY ACCIDENT.—A very melancholy accident occurred on Saturday evening, which brings home to every one of us the truth of the sentiment that "In the midst of life we are in death." Mr. W. H. Coleman, grocer, was out riding with a party testing the qualities of a horse he was negotiating for, and shortly after coming out of Doyle's yard the horses started suddenly to go into Kyle's yard, when Mr. Coleman caught hold of one of the reins which suddenly drew the horses to one side, causing the carriage partially to upset, and throwing both of the occupants violently to the ground. Mr. Coleman was picked up in an insensible condition and carried into his store close by. Dr. Knight was called but he was already dead. It was found on examination that the neck was broken, which produced almost instant death. One of his legs was also broken a short distance below the knee. Mr. W. H. Coleman was about 39 years of age; he was a son of the late Col. Thos. Coleman, and was connected with some of the oldest families in this County. His sudden death cast a gloom over the whole Town.—*Intelligencer*.

SUICIDE.—We regret to learn that Mr. Henry Easton, Collector of Customs at Cobourg, and formerly of Belleville, committed suicide yesterday afternoon, the 14th inst., at his residence, Cobourg, by shooting himself in the side. Death was almost instantaneous. What makes this occurrence more distressing is the fact that Mrs Easton was absent, having left Cobourg for Belleville Saturday evening on hearing of the death of her brother, W. H. Coleman, Esq. Mr Easton, we learn, has been ill for some time past, and it is supposed that during a temporary depression of spirits, committed the fearful act of self-destruction. He was about fifty years of age, and leaves three sons and one daughter.—*Id.*

KINGSTON, Nov. 15.—A serious accident occurred yesterday afternoon at the railway crossing at Waterloo, a few miles from this city. Mr. Thomas Clyde, jr., with his two sisters; were returning home from church in the city, when near the crossing their horse took fright at an approaching freight train and rushed with the buggy on the track. Mr. Clyde and his sisters were severely injured. Hopes are entertained of their recovery. The horse's body was cut in two and portions of it scattered along the line for some distance.

RAILWAY ACCIDENT.—San Francisco, Nov. 14.—A few minutes past 9 o'clock this morning, the Eastern bound train on the Western Pacific Railroad, composed of eight cars, including one sleeping car, collided with the Alameda ferry train of four cars near San Leandro. Both trains were going at the rate of 20 miles an hour. The engines are a perfect wreck, and the cars were smashed and driven through one another. Seventeen dead bodies have been recovered from the wreck. It is estimated that there are at least twenty wounded. The scene is described as heartrending in the extreme. There was great difficulty in getting the passengers out of the ruins, and many could not be extricated. The legs of one man were amputated before being released from the cars.

Nov. 15.—The United States and District Courts adjourned over to-day in respect to the memory of Judge Baldwin, who was killed by the railroad collision yesterday. The cause of the disaster is ascribed to negligence on the part of a switch tender at the connection of the Alameda and Western Pacific Railways.

The scene of the calamity was visited by thousands of our residents, some in search of relations and friends, and others from curiosity.

RECIPROCITY WITH CANADA.—Washington, Nov. 14.—The administration has taken the initiative towards settling our undetermined commercial relations with Canada, and reviving the reciprocity treaty with that Dominion. The Canadian authorities have notified

our government that unless trade between the two countries is so arranged as to be somewhat reciprocal, they fear they will be unable to withstand the pressure from all parts of the Dominion, urging them to do away with the system of fishery license, and compelling American fishermen to remain outside the three mile limit of the shores of Canada; to establish a duty on foreign coal so as to give the market of Western Canada to the Nova Scotia coal instead of having it supplied as at present from Pennsylvania and Ohio, and to place an export duty on pine timber and on American breadstuffs—a large market for which is now found in Canada under their free admission by the present Canadian tariff, the returns for the last year showing value of breadstuffs, wheat, corn, rye, &c., imported from the United States into Canada of \$12,282,561.

THE 100TH REGIMENT.—A letter received recently from the 100th Royal Canadian Regiment, at present stationed at Manchester, England, declares that the old Canadian element is nearly extinct in the corps. Two or three officers and a dozen men or so are all now remaining of 1400 that left Canada on the formation of the corps.

VARIETIES.

When the tax-gatherer is welcome to call on us—Every other day.

The graceful weeping willow commands our admiration, but who ever said a good word for the whipping birch?

Why should we look to medical men to put down the eccentricities of fashion?—Because they can best administer Clo-form.

Why is the letter R very unfortunate? Because it is always in trouble, wretchedness, and misery, is the beginning of, right and ruin, and is never found in peace, innocence, or love.

"Why did Joseph's brethren cast him into a pit?" asked a school teacher of his class. "Because," said a young lady; "they thought it a good opening for a young man."

A judge being asked what contrived most to succeed at the bar, replied, "Some succeeded by great talent, some by a miracle, but the majority by commencing without a shilling."

An editor thus distinguishes between different sorts of patriotism: "Some esteem it sweet to die for one's country; others regard it sweeter to live for one's country; but most of our patriots hold it sweeter to live upon one's country."

A Man of Business—1st man: "Jnat had a very heavy loss, eh? Sorry to hear it. How was it?" 2nd ditto: "Why, I insured my mother-in-law's life for \$2,000—sent her, to Montreal, by rail, and hang me if she hasn't come back again safe!"

A good old lady residing in a town not very far from Hartford, Conn., paid her first visit to a railroad station a few days ago. With her friends she went into the ladies' room and sat down, and after remaining awhile, turned to one of the party and said, "If rides real easy, don't it?"

PLEA FOR MORNING SLEEPERS.—As life becomes more concentrated, and its pursuit more eager, short sleep and early rising become impossible. We take more sleep than our ancestors, because we want more. Six hours sleep will do very well for a ploughman; or any man who has no other exhaustion than that produced from manual labour; but for a man who is tired in the evening with a day of mental application, neither early to bed nor early to rise is wholesome. The longer the interval between the active use of the brain and his retirement to bed, the better his chance of sleep. To him, an hour after midnight is probably as good as two hours before it. His best sleep, probably, lies in the early morning hours, when all the nervous excitement has passed away, and he is in perfect rest.

SOMETHING REALLY WORTH KNOWING.—Touching waterproofs, it is said that good Scottish tweed can be made completely impervious to rain, and the following is the recipe:—in a bucket of soft water put half a pound of sugar of lead and half a pound of powdered alum; stir this at intervals until it becomes clear; then pour it off into another bucket, and put the garment therein, and let it be in for twenty-four hours, and then hang it up to dry without wringing it. A lady and gentleman are stated to have worn garments thus treated in the wildest storm of wind and rain without getting wet. The rain hangs upon the cloth in globules. In short, they are really waterproof.

THE MADOC MERCURY

AND NORTH HASTINGS MINING NEWS.

o. 361.

MADOC, (HASTINGS CO., ONT.,) SATURDAY, NOVEMBER 27, 1869.

PRICE TWO CENTS.

The Railway.—Rival Routes.

From the Kingston Daily News.

—I am glad to see that you have opened your columns to the discussion of the question of the proposed railway route.

I infer that the absence of any letter in your columns hitherto in favour of the northern route is attributable to the fact that those who have given any consideration to the subject consider it as so manifestly the proper one, and the only one the following which would confer undoubted benefit on Kingston, they regard the discussion of its merits as altogether unnecessary.

Common with the vast majority of my fellow-men, I happen to belong to this class. Your opinion, however, of last night, and the embrochure of your correspondent, lead me to break through the ice which I had intended to observe, with a few observations which I may premise will be simply suggestive, but which I hope your readers will ponder and elaborate at their leisure.

Against the southern, or the Odessa, Clark's Mills, Newburg route, there is

The absurdity of running a line of railway parallel with the Grand Trunk.

The present existence of one of the best of roads through that country having Kingston already for terminus.

The high price of land, and the grumbling and content which would result from the unnecessary opening up of farms along such a route.

The unlikelihood of farmers in the neighbourhood, or within eight or ten miles of Napanee, carting their produce to a railway station, finding some one to take home their teams, paying for their carriage to Kingston, remaining there to effect a sale, being by railway, and again finding some one to take them on their return, when with little trouble, expense, and little loss of time, they can cart or take to the place just named, while there is a market—scarcely second to Kingston. Any from that quarter would be traded forced out of natural channel, and such trade commerce senses and experience proves would be neither profitable nor long continued. The existence of Napanee as the county town of Lennox and Addington is only for Kingston, but all which can be said in reference to the matter is, that "pity 'tis."

And now for the northern or Sydenham and Ham-milth route:—

1) A charter has already been obtained for and survey made of this route, which survey moreover is it to be highly practicable. Work could therefore be commenced upon it at any time.

2) The owners of this charter and survey would I assure, were they properly approached, be induced to render the same, and take payment in stock in the proposed railway with this for its route.

3) This route would pass through a country at present very sparsely settled, and it is proved to a demonstration, that wherever a railway is constructed, the influx of settlers is the result; and every new road would, in this case, before settlement, necessarily come to Kingston for his furniture, agricultural implements, &c., and after settlement for his dry goods, groceries, and so on, with no alternative but to go to it and another place; and the latter remark would be to all the inhabitants along that line.

4) Behind Sydenham there is a chain of lakes a shore of over a hundred miles (I speak authoritatively) richly covered with wood and minerals of kinds, and in enormous quantities, which I feel sure there are parties in Kingston with sufficient means and spirit to open up, and render tributary to a railway (from ten to twenty thousand dollars, I believe, do it) and if so the result would be only the studding of the banks of these lakes and vast unoccupied country with inhabitants, but cheapening of firewood to the labouring men of the estate, to be increased in value by the construction of a line of railway, have at least a right to expect some compensation for the increased taxation to be imposed by the city's granting a bonus they will be obliged.

And now, sir, being an admirer of the principle on

which equations are solved, as I have said four things against the southern route, I shall content myself in the meantime with saying only the same number for the northern.

Your obedient servant.

A TRUE AND UNSELFISH FRIEND OF
KINGSTON.

SIR,—Your correspondent of the 18th instant, signing himself "A friend of Kingston," notwithstanding his *nom de plume*, seems to manifest more anxiety for the welfare of Napanee than he does for Kingston; nor does he evince an intimate acquaintance with the nature of that "back country," which he speaks so hopefully of, and seems to forget entirely that the everlasting store of cordwood with which he would so liberally supply the people of Kingston, has all been shipped to England in the form of *Polash*. I would ask your correspondent two questions, viz.: If Napanee is the natural market for the County of Addington, why do farmers from Earnestown, Camden, and Sheffield, almost within sound of Napanee bells, draw their produce on wheels and sleighs from 15 to 80 miles to reach Kingston market? 2nd. If the country back of Sydenham is capable of becoming so valuable, why has it not been settled by a permanent population, when it has been open for settlement during the last 50 years, and while emigration has gone east and west, and nearly all around it, and left it, as it always has been, a range for wild beasts?

Yours, &c.

A TRUE AND SELFISH FRIEND OF
KINGSTON.

RAILWAY MEETING AT SYDENHAM.—In response to a numerously and influentially signed requisition, Mr. John McRory, the Reeve of the township of Loughborough, has called a public meeting of the rate-payers to be held in Sydenham on Wednesday, the 24th inst., for the purpose of taking into consideration the propriety of granting a bonus to aid in the construction of the Kingston and Madoc railway. A correspondent assures us that the people of Loughborough are alive to the necessity of giving a liberal bonus, and that the townships of Bedford, Portland and Hichinbrooke will soon follow.—*Daily News*.

The Red River Insurrection.

A St. Paul despatch of the 16th states that additional letters from Pembina, under date of November 3 and 4, confirm the report of the seriousness of the rebellion. It seems Governor McDougall remained over night of the 2nd at the Hudson Bay stockade, about two miles from the United States border, but in the morning was notified by 500 rebels to leave the British territory by 9 o'clock. He declined to do so, and at 9 o'clock the rebels marched into the stockade, and the Governor and party marched out in haste and betook themselves to United States territory, where they remained awaiting further developments. It is said Governor McDougall has sent a messenger overland to the Dominion Government at Ottawa for troops and munitions of war, to enable him to obtain possession of his country. The rebels are determined and unanimous. Considering the inaccessibility of the country, the near approach of winter and other obvious obstacles to successful military operations, the temporary success of the rebellion is not doubtful. The object of the uprising is opposition to being hitched to the Canadian Confederation of the New Dominion, and a determination on the part of the people of the British Red River Settlement that they shall be allowed to remain an independent British Colony, subject only to the Home Government of England. The affair will probably result in war and bloodshed before it is ended. The ladies and children of McDougall's party are en route for St. Paul.

St. Paul, Minnesota, 19th Nov., 1869.—A messenger from Pembina reports that Mr. McDougall will not send his family to Canada. He is building quarters, and will await the reaction in favour of Canadian authority which is anticipated. Governor McTavish is very ill and cannot take the field in person. This is greatly to be regretted. The American residents at Selkirk have no sympathy with the French insurgents.

St. Paul, Minn., Nov. 21.—Simultaneously with the expulsion of Lieutenant-Governor McDougall, another band of French insurgents took possession, without obstruction, of Fort Garry. The fort is now occupied by the Provisional Governor, John Brouse.

Governor McTavish is dangerously ill, and the Hudson Bay Company party do not organize to support Mr. McDougall.

Letters to the 6th instant report all quiet; no interruption of business, and no violence.

Six hundred men, sworn to resist Canadian authority, and calling themselves Liberators, are in arms. Letters from Fort Garry represent the insurgents as having the support of the Scotch and English settlers in a greater degree than was expected.

The American settlers are represented as neutral. Mr. McDougall is still at Pembina. Mr. Provencher is said to be in favour of returning to Canada, to which Mr. McDougall will not consent.

THE SUZ CANAL.—Suez, Sunday, Nov. 21, via Alexandria.—The inauguration fleet, consisting of 46 steamers, has arrived here. None were obliged to employ pilots; the only difficulty they had was owing to their numbers. The water in the canal between this point and Ismalia is full twenty feet deep at the shallowest spot and in several parts it is not less than 25 feet in depth, but at all these points the bottom can be easily deepened. Steamers drawing 15 feet can navigate the canal from Port Said to Suez with ease in 15 hours. The water does not wash away the banks as much as was apprehended. The complete success of the great work exceeds all expectations. The arrangements for transporting and taking care of the visitors here are generally excellent. All the rolling stock on the Alexandria and Suez railroad has been brought into requisition to transport the immense crowds of visitors. The mails to and from India have been much delayed in consequence. The canal is now clear of shipping, the entire fleet having anchored in the harbour of Suez.

To-morrow the statue of Waghorn, the Englishman who first proposed the building of the canal, will be erected here, and Tuesday the fleet will start on its return to Port Said. There a statue of Ferdinand De Lesseps, the builder and resident director of the canal, will be raised.

LONDON, Nov. 22.—The Suez canal is not considered here a complete success. It is claimed that improvements must be made before it can meet all the requirements of commerce.

PORT SAID, Nov. 22.—The ship Hawk, belonging to the telegraph service, has passed through the canal. She will lay a telegraph cable from this point to Suez on the bottom of the canal.

NEW YORK, Nov. 20th.—It is stated that the subject of the resumption of specie payments is being boldly advanced by Gen. Garfield and other Western members of the House, and it is considered probable that the discussion will be opened in Congress.

A COOLIE TRAGEDY.—A Havana letter to the *World* states that the French bark *Tamara* recently arrived there with only 68 coolies on board from Mascos. It appears that shortly after leaving port with a cargo of 300 coolies, the latter mutinied, and murdered the captain and drove the crew off in boats. The crew reached Java, when a Dutch war-steamer put to sea, and after a fight, during which over fifty coolies were killed, recaptured the vessel and brought her to Java, where another captain and the old crew were put on board. She then sailed again for Cuba, but during the voyage the coolies committed suicide by cutting their throats or jumping overboard to such an extent that but 68 remained on her arrival at Havana.

CANADIAN SCHOONER DISMANTLED.—CREW LOST.—Oswego, Nov. 22.—The schooner Mary O'Gorman was found yesterday about nine miles below this port dismantled and abandoned, with her anchor dragging. Her boat has come ashore capsized, and her crew are supposed to be lost. She is owned in Kingston, Ont., and is loaded with barley, which is undamaged. She now lies at this port.

THE MADOC MERCURY

AND NORTH HASTINGS MINING NEWS.

A Weekly Journal of Local and General Information.

Will be Published every Saturday Morning, at Two Cents a Copy, or One Dollar a Year, STRICTLY in advance.

ADVERTISEMENTS WILL BE INSERTED ON THE FOLLOWING TERMS FOR CASH:—

Five lines, first insertion	0 50
Each subsequent insertion	0 12½
Five to ten lines, first insertion	0 70
Each subsequent insertion	0 16
Above ten lines (per line) first insertion	0 07
Each subsequent insertion, per line	0 02

All Communications for the MERCURY to be addressed (post-paid) to A. SMALLFIELD, Madoc.



THE MADOC MERCURY

AND

NORTH HASTINGS MINING NEWS.

MADOC; SATURDAY, NOVEMBER 27, 1869.

It is now just seven years since the publication of the Madoc Mercury was commenced,—the first number having been issued on the 29th of November, 1862. Surprise has sometimes been expressed that the paper has not been enlarged ere this, and we have been frequently assured that with an increase of size we should find an addition to the number of subscribers and advertisers. Experience has taught us, however, that there has not been, and is not at present, sufficient business in the place to justify us in making any change; and the speedy and entire collapse of the recent attempt to establish another Job Printing Office is a convincing proof of the fact. Whether the Mercury is ever enlarged depends, therefore, in a great degree upon the success of the present Railway movement. If that scheme is carried out to completion, we shall see some inducement to launch out on a larger scale; if it fails, we shall, like many others, seek our fortune elsewhere. Meantime, we request all those who are in arrears for subscriptions, or indebted to us for job work or advertising, to pay up promptly, so that we may be prepared to take advantage of any change for the better.

Kingston and Madoc Railway.

A meeting of the Provisional Directors of the Kingston and Madoc Railway was held in the Council Chamber, Kingston, on Monday afternoon, at three o'clock. The following members were present:—His Worship the Mayor, President; Messrs. A. F. Wood, Vice-President; Hon. Billa Flint, S. Shibley, George Lott, John McRory, John Carruthers, H. Cunningham, A. Livingston, and A. Smallfield.

The meeting was called for the special purpose of examining the manuscript of the charter, and giving instructions to the Solicitor before leaving for Toronto, as well as preparing the petitions to the Lieutenant-Governor and the Legislative Assembly.

The charter, which had been very carefully prepared by Mr Bawden, was unanimously approved, and adopted without alteration. Before inserting the amount of the capital stock of the Company in the blank which had been left for the purpose, the reports of the surveyors were cursorily referred to. Their estimates appeared to be made out on the basis of an iron road, of the old-fashioned kind, with numerous stations, some of large size, and with extensive margins for engineering charges, law, contingencies, &c.; but the opinion of the Directors was so decidedly to the effect that such a road would be entirely out of the question, that these items were re-

vised; and the capital stock was fixed at \$500,000.

With respect to the route to be followed, the points mentioned in the charter are merely Kingston and Madoc, and Tamworth or its vicinity. The discussion of the route between intermediate points was deferred till a future occasion.

Before adjourning, the Directors requested that the charges for the preliminary survey, &c., should be presented without delay.

A full-sized model of Mr Foster's wooden railway twelve feet in length, was on exhibition in the basement of the building, and was examined by the Directors at the close of the meeting. A very favourable opinion was expressed of its strength and adaptability to the purposes for which the projected road is intended.

Mr Bawden left for Toronto on Tuesday, and on the same day, in the Legislative Assembly, Mr Calvin presented a petition from Wm. Robinson and others, of Kingston, praying for an Act of incorporation for the construction of the Kingston and Madoc Railway; and Dr Boulter presented another petition, from George Lake, and others, of Camden and Sheffield, praying for the same; and on Wednesday, a petition to the same effect from the Hon. B. Flint, and others, of Hastings.

As we have already inserted two communications in favour of the Newburgh or southern route, we this week publish, on the first page, a letter addressed to the editor of the *Daily News*, by "A True and Unselfish Friend of Kingston," in advocacy of the northern or Sydenham route; as well as a brief reply by "A True but Selfish Friend." The controversy thus commenced is likely to be altogether too lengthy for us to keep our readers fully posted up on, as the "Unselfish" correspondent has followed up his first epistle with two others, and promises still another. We make, however, the following extract from the third "unselfish" effusion, in order that those at this end of the line who are expected to help to build the railway, may see how very coolly it is proposed that they should contribute towards constructing an iron road for about one-third of the entire distance, which would cost quite as much as the remaining two-thirds. Certainly a very modest and "unselfish" proposition!

"Before I lay down my pen, however, you will perhaps, allow me slightly to change my task, for the purpose of making a single suggestion as to the kind of railway which should be built, for I regard this as of almost equal importance with the selection of the route. That suggestion is, that it should be an iron railway of a narrow gauge, to the head of Knowlton Lake, and from thence to Madoc a wooden one of the same gauge, but graded and ballasted so as to be easily changed from wood to iron. One reason for my making this suggestion is, that wood being plentiful along the proposed line from Knowlton Lake to Madoc, a wooden railway, over that part could be cheaply built, and when built could be easily and cheaply repaired. Another reason is that the adoption of this plan would meet the views of both parties, viz: those who hold that the building of an iron railway is desirable, and those who hold that the building of a wooden one, although likely to confer little comparative benefit, is the only thing in present circumstances practicable; but the main reason is that Knowlton Lake will be the point of convergence for the traffic from Madoc and the intervening districts on the one hand, and that from the Bedford lakes and the country behind on the other, which aggregated traffic, it would be utterly impossible to transport to Kingston over a wooden railway, but which it would be easy to transport, with a heavier engine attached, over an iron, and that too at a much increased rate of speed. Still another advantage of this plan, and a very great one, would be, that it would convince the people beyond Madoc (of Peterborough and so on) that we are determined at no distant date to construct a permanent way, and they being convinced of this would be led to bestir themselves without delay to share in its benefit, and the line, when once to Peterborough, would advance with rapid strides to the Georgian Bay; and once at the Georgian Bay, glorious days would begin to dawn on Kingston—the petty squabbles which at present

agitate us, dying away in the sounds of harmony and peace—in which results no one would more heartily rejoice than,

Yours, &c.,

A TRUE AND UNSELFISH FRIEND OF KINGSTON."

So far as the people of Madoc are concerned, it matters very little which of the two routes may be finally agreed upon; provided always that the increased length of the northern route, through an admittedly sparsely settled district, does not add to the cost of carrying freight and passengers. But there is one thing the "Unselfish Friend of Kingston" and his friends may make up their minds to, and that is—that the suggestion to make a "proper approach for the surrender of the charter" of the Kingston and Frontenac Railway will not be entertained at all by the ratepayers of Madoc. They have pledged themselves to vote a bonus of \$10,000 for a particular purpose, but will not tax themselves one cent to buy up a privilege which is worthless to its present proprietors.

One of the arguments used against the southern route is, that the people would not use the railway, as they have already a good road to Kingston. But it will be seen, from the following communication, that a very different view is held by the residents of that section, who ought to be the best judges of what will most promote their interests:—

To the Editor of the Madoc Mercury.

Sir,—In compliance with a requisition to the Reeve, signed by a number of the inhabitants of Ernestown, a public meeting was advertised for, and held in the Drill Shed at Odessa on Thursday evening, the 18th inst., to consider the question of having the proposed railway pass through Ernestown, and of having a station at Odessa.

A large and influential meeting assembled, and the matter was freely discussed.

The Reeve, F. D. Booth, Esq., was properly called to the chair, and he, in a short speech, set forth the reasons for calling this meeting, referring also to the general advantages of railroads, and to the good to be expected from this one in particular.

The chairman then called upon Dr. Dupuis, who read the following resolution:

In the event of a railroad being built (which now seems beyond doubt) from Kingston to Madoc, and touching in its course the villages lying to the north of this township, Resolved, that it is to the interest of Ernestown, to make such efforts as shall secure a station at Odessa.

Dr. Dupuis supported his resolution by a lengthy and exhaustive address, in which he showed the advantages that would accrue to the inhabitants of Ernestown from a station at Odessa, and the irreparable loss they would sustain if they neglected this opportunity to secure a railroad.

The resolution was seconded by Luke C. Fraser, Esq., and unanimously adopted.

Dr. Booth was then called upon, who read the following resolution:

Resolved, that in the opinion of this meeting, a railroad passing through any tract of country, enhances the value of land, facilitates the marketing of produce, stimulates trade, and conduces generally to the improvement and comfort of the community.

The resolution was seconded by Murray Clarke, Esq., and unanimously adopted.

F. S. Timmerman, Esq., was next called upon, who read the following resolution:

That in the event of a railroad being built between Kingston and Madoc, as now contemplated, and passing through Ernestown, at some convenient point, so that a depot or station be established for the accommodation of the inhabitants of said township, as well as for the surrounding neighbourhoods, then, in that case, be it resolved, that for this purpose and for the furtherance of the same, we pledge ourselves to use our best efforts to raise a bonus of \$10,000 to advance the interests of the object now under contemplation.

Resolution seconded by Daniel Lee, Esq., and almost unanimously adopted, only two voting against it. Addresses were also delivered by J. Lucas, Esq., of Camden, P. R. Daly, Esq., of Thurlow, and others, in favour of railroads.

Before closing the meeting the chairman stated that, in the event of the proposed railroad passing through Odessa, he would give gratis, the right of way and land sufficient for a station, and would take stock in the road to the amount of \$500.

JAS. A. CLOSE, Secretary.

Odessa, Nov. 19th, 1869.

THE WEATHER has fairly settled down, to all appearance, into an early winter, the storm of Monday having brought with it a sufficient depth of snow to furnish excellent slipping for the sleighs, and in all probability to last long enough to dissipate the idea that we may yet have muddy roads before Christmas.

FOUR WOLVES were shot in the North western part of Madoc Township a few days since by Mr. Howland Mack. The late cold snap seems to have driven the wild animals towards the settlements, as Mr. Hungerford saw two wolves while driving through Rawdon this week.

MR. FOSTER has forwarded to the Provisional Directors of the Kingston and Madoc Railway, in this village, large-sized photographs, framed and glazed, of the model of his Wooden Railway, which is on exhibition in St. Patrick's Hall, Montreal. They can be inspected by the public at Mr. Wood's store, and at the Post office.

MR. GREAM has received information that Mrs. Russell will give the necessary amount of land for a station in this village, if it should be located on any part of the Russell estate.

ADVERTISEMENTS.

School Taxes, Section No. 1, Madoc.

NOTICE is hereby given, that the Taxes are NOW DUE for this Section. The Rate Bill will be found for the next Ten Days at the Office of the Secretary-Treasurer. THOMAS CROSS, Secretary-Treasurer. Nov. 26th, 1869.

Stray Steer.

CAME to my enclosure, on the 20th September, a Steer, three years old, or coming four. The owner is requested to prove property, pay charges, and take the animal away. FARQUHAR MCKINNON. Lot 12, 9th Con., Madoc.—Nov. 24, 1869.

Stray Heifer.

A BRINDLED HEIFER, coming three years old, with a piece out of the right ear, strayed from the village, within the last few days. Any one giving information to Mr. John Allt, or to the undersigned, that will lead to its recovery, will be suitably rewarded. GEORGE KERR. Madoc, Nov. 24th, 1869.

G. M. BROOKS, Madoc.

AGENT for BENNETT & BAIN'S Celebrated ALE, BEER and PORTER. The Trade supplied on Liberal Terms.

Strayed!

A MONTH ago, a Yoke of OXEN,—one a Red and White spotted Mully, the other a Dark Grey, with horns; coming five years old. Any one giving information to the undersigned that will lead to its recovery, will receive a reward of Five Dollars. JAMES JARVIS. Lot 8, 1st Con., Madoc.—Nov. 15, 1869.

Stray Heifer.

CAME to the premises of the undersigned, some time in the month of September last, a Two-year old Red Heifer. The owner is requested to prove property, pay charges, and take the animal away. MALCOLM MACKINTOSH. Lot 7, 5th Con., Madoc.—Nov. 18, 1869.

LIST OF LETTERS

Remaining in Madoc Post Office, Nov. 1st, 1869.

Allen, S	Kineaid, Jos.
Baley, Jno	Mahoney, Timothy
Best, Jno	Moxley, Mrs R
Bradlock, Wm	McKinnon, Geo
Bateman, Wm	McIntosh, M
Congill, Thos	Phin, Miss
Conlin, Francis	Shipman, S R
Codlin, F	William, James (2)
Eager, Mrs E	Wanamaker, Jno
Harvey, Mrs	Wanamaker, Jno H
Inman, Nelson	Wild, Miss Carrie
Jones, Jno	Young, Peter (2)
Kain, Mrs Hannah	

Please ask for Advertised Letters when calling for the above.

E. D. O'FLYNN, Postmaster.

WANTED!

20,000 RAILROAD TIES, and

4,000 CORDS CEDAR BOLTS,

Delivered on the shores of Hog Lake or the River Moira.

W. A. HUNGERFORD & CO.

Madoc, Oct. 8, 1869.

Village Lots, for Building Purposes, at Reasonable Prices.

THE SUBSCRIBER offers for Sale Fifty Eligible Building Lots, situated in the immediate vicinity of his Grist-Mill, and contiguous to the Southern portion of the village of Madoc.

All parties desirous of securing a place of residence in a healthy locality and a desirable neighbourhood, will be treated with on favourable terms, both as regards price and terms of payment. Title indisputable. Apply to

CHARLES KIRK, on the Premises.

LOOK OUT, FOR COLD WINTER IS COMING!

THE SUBSCRIBER, in Returning Thanks to the Public of this vicinity, for their Liberal Support since he commenced business, would say that he is now prepared

To Full and Dress Cloth,

delivered at his MILL in MADOC.

As he intends to do the work himself, he would also say to those favouring him with their custom, that it will be DONE WITH DESPATCH, and WARRANTED.

CLOTH taken in at THOMAS EMO'S, Ivanhoe, and at LUKE'S Hotel.

C. T. LANE.

Madoc, Sept. 10, 1869.

E. FRANKLIN,

Licensed Auctioneer, for Hastings Co., MADOC.

MONEY advanced on Consignments.

Sales in any part of the County attended on moderate terms.

HARDWARE! HARDWARE!

JUST ARRIVED!

THE FALL STOCK

OF

HARDWARE of All Descriptions!

Also, the LARGEST ASSORTMENT OF

STOVES,

ever brought into Madoc, consisting of

New Dominion,	Royal Oak,	Protectionist,
Confederate,	Small Ditto,	Governor,
Small Ditto,	Housekeeper,	King,
	Northern Farmer,	

Black Giant, Three Sizes,	Fulton,	Rambler,
Prize Parlour,	Cottage Ditto.	

Oils, Paints, Coal Oil,

WINDOW GLASS, SASH,

LAMPS, &c.

TIN-WARE, STOVE-PIPES, DUMB STOVES, T-PIPES, ZINC,

And a LONG LIST OF ARTICLES, Too Numerous to Mention.

JOHN DALE.

Madoc, Sept. 4, 1869.

JOHN DALE,

MARRIAGE LICENSE AGENT, MADOC.

JOB PRINTING

EXECUTED AT THE MADOC MERCURY OFFICE

With Taste and Dispatch.

SUPPORT THE LOCAL INSTITUTIONS!!

Dentistry.

GEO. W. WALKER, L.D.S.,

SURGEON DENTIST, BELLEVILLE.

WILL be in his ROOMS at MOON'S Hotel Madoc, on the first MONDAY and TUESDAY of every Month.

WANTED!

5,000 New Subscribers

AND ADVERTISERS,

so that the

Madoc Mercury

may be

ENLARGED

To Dimensions corresponding with the Importance OF THE NEW RAILWAY DISTRICT AND ITS VARIED INTERESTS.

Send on the Names and Subscriptions at once.

THE CHRONICLE AND NEWS.

THE CHRONICLE AND NEWS (weekly edition of the DAILY NEWS, Kingston), is published every Friday at Two Dollars per annum. Sent six months for One Dollar. DAILY NEWS, Five Dollars per annum.—Address the Publisher, Kingston.

NOTICE.

K. MCKENZIE has ceased to be our Agent at K. EGAN FARM, and is not authorized to contract further obligations in our name.

BRONSON & WESTON.

Ottawa, Oct. 23rd, 1869.

J. R. KETCHESON,

Registrar of Births, Deaths, & Marriages and Township Clerk, WILL be at the TOWN-HALL, MADOC, every SATURDAY, to attend to the business of the Township.

FOR SCHOOL BOOKS, STATIONERY, AND CHILDREN'S BOOKS,

At Publishers' Prices, Call At

WILSON'S DRUG STORE,

DURHAM STREET, MADOC.

MR. GREAM,

Solicitor and Attorney of the Chancery and Law Courts of England.)

Conveyancer, Coroner, &c.

C. G. WILSON,

CHEMIST AND DRUGGIST.

DURHAM STREET, MADOC.

MADOC MARKET PRICES.

FRIDAY, NOV. 26th, 1869.

WHEAT	80 50/100
BARLEY	0 00
RYE	0 00 50/100
OATS	0 20
PEAS	0 50
BUTTER	0 15
EGGS	0 00
PORK	7 50, 50
HIDES	5 25, 50

SURVEY OF FARADAY.—We understand that Messrs. Forneri and Kennedy, Provincial Land Surveyors, have received instructions from the Crown Lands Department to proceed forthwith with the survey of the Township of Faraday.

CORONER'S INQUEST.—An inquest was held at Hungerford, before Dr. Pomeroy, Coroner, on the 11th inst., on the body of Mrs. Amelia Provost, who was found by her husband hanging by a rope, suspended from the rafter in her own chamber. He instantly gave the alarm, and sought for aid, but was too late—she was dead. Deceased had been for some time quite out of her mind—supposed to be caused from her having married without the consent of her parents, and the subsequent loss of her children. Verdict in accordance with the above facts.—Intelligencer.

MISCELLANEOUS NEWS.

A New York firm is canning eggs for market, and they are said to keep fresh and good.

The gigantic Australian 'diamond' has turned out a common crystal, as sober people ventured to expect.

The fact of Dr. Topper having purchased largely of real estate in Dartmouth, opposite Halifax, has caused a belief to become current that the Commissioners have determined upon making that village the terminus of the intercolonial.

An effort is being made to induce the coal mine owners to build very large vessels for the carrying of coal alone. It is asserted that by this means Nova Scotia coal could be sold in the United States at advantage, notwithstanding the protective duties. The recent trouble among Pennsylvania miners certainly favours this scheme.

The almost obsolete practice of excommunicating offenders against the discipline of the Church of Rome has been revived at Quebec. The persons in question—a widower and the niece of his deceased wife—got married before a Presbyterian minister, their own church having refused a dispensation. They have, we are told, since publicly confessed their crime, and had the sentence removed.

The Milwaukee Iron Company, in sinking a shaft on their tract, recently purchased of the Swede Iron Company, in Fond du Lac county, Wisconsin, known as Iron Ridge, have struck an immense deposit of iron ore. So far, it is known to cover over four hundred acres, and has been penetrated to a depth of sixteen and a half feet, without going through the vein. The ore yields fifty-six per cent of pure iron. The deposit is considered one of the most valuable discoveries ever made in Wisconsin.

The Mitchell Advocate says its old townsman, Mr. Thomas Aleock, has been heard from. A person from Ainleyville, who was in Mitchell last week, saw Mr. Aleock and family just after their arrival in Red River. He represents their arrival into Fort Garry as most discouraging. The horses were completely used up, and the wagons and carriages were so badly broken that they had to be held together with rope and chains. The family were completely exhausted, from the hardships which they endured in crossing the plains, and their appearance was most pitiable. They expressed their sorrow at leaving Mitchell, but our informant says that they would soon become reconciled to their new home, as the country afforded every chance for their doing well.

The New York Sun maintains that the United States is on the point of annexing the Dominican republic, whereby a much desired naval station in the West Indies will be acquired and the foundations laid for further acquisitions in the same quarter. An American fleet is about to sail for the Dominican ports at the request, it is said, of President Baz, who trusts to this transfer of his country as the easiest means of overcoming his opponent Cabral.

Sir W. E. Logan, chief of the Geological Survey staff, arrived at Ottawa on Monday, to tender the resignation of his position to the Government. Sir William alleges that the infirmities of age begin to inconvenience him for the position. He will recommend to the Government, as his successor, Mr. Selwyn, of the School of Mines, London, who has had 17 years' experience in Australia.

OTTAWA, Nov. 20.—In connection with the frauds in the Ottawa post office, it is said that Mr. Labatt, of Prescott, sent \$200 in two \$100 bills to a correspondent in this city, and the letter never reached its destination; but one of the bills was changed at Herriek & Crombie's, brokers. The party changing the note has not yet been traced, but the affair is in the hands of detectives. It is reported that deputy postmaster Cluff resigned before any order of dismissal was issued.

Exactly forty persons (it is well to know the extent of the danger) have, by Mr. Vincent Collier, forwarded a petition from British Columbia, praying President Grant to receive that Colony into the Union. Another petition, signed by the same forty, who it is fair to add, are said to be "prominent citizens," has been sent to the Queen. The telegram conveying this intelligence is from an American source, and represents that Earl Granville's recent counsel to the Colony to ally itself with the Dominion of Canada, has given a new impulse to the movement. That well-intentioned advice is regarded by the "prominent" forty "as little better than an insult, as it would increase their burdens, &c., &c., &c." Their annexation to the United States would, of course, do nothing of the kind, high tariff and public debt of the latter notwithstanding.

An unmarried lady of Illinois owns 700 acres of first-rate land, which she has paid for out of her earnings as a school teacher.

Ocean postage, including two land postages, is to be reduced, at the New Year, to 3d. sterling, or 6c., between Great Britain and America.—The postage to and from Canada ought to be reduced to the same moderate rate.

A Montreal contemporary says:—"The early winter is frightening the farmers in many parts of this Province, and there is consequently a great slaughter of young cattle, and a large supply of the thinnest and toughest of beef. Lambs and sheep from the grass are in poor order, in spite of the abundant feed, a fact that is attributed to the constant rain making the herbage less nutritious for them than a scantier supply of less succulent food."

A sign of the times is the arrival of one thousand skillful German labourers at New Orleans, bound for the Teche and other parts of Louisiana, where labour is in great request. The immigrants were transported from Illinois to New Orleans at \$12 apiece, exclusive of rations costing about 50 cents a day. They immediately found plenty of work to do at good prices.

A Western man has invented an "ink pencil," which is said to be the best thing yet. It consists of a tube, about the size of an ordinary pencil, containing ink. Near the point of the pencil is a little iron stopper, resting on a spiral spring inside. When the point of the pencil is placed on the paper, the stopper is forced up and the ink flows evenly without blotting the paper. It needs no adjustment, and can be carried around in the pocket.

Professor Mallory, of Trinity College, at Hartford, will soon erect a building, for the trial, on a limited scale, of the co-operative principle of labour saving in housekeeping which is proposed in Boston. The upper stories will be rented to various tenants, and the basement and kitchen will be devoted to the cooking, washing and ironing of all the families living in the different stories.

Dr David Livingston, in an interesting letter which is printed, confirms all that has been reported by cable of the value of the recent discoveries. It is his belief that the Nile's chief sources rise between 10 degrees and 12 degrees south latitude, or 400 miles southward of the more southern parts of the Victoria Nyanza. His finding of a chain of lakes, connected by rivers, far to the south of Lake Tanganyika, has encouraged him in this view, the further realization of which will, as Dr. Livingston promises, and Sir Roderick Murchison believes, settle the question of that mysterious river.

One Louis Ottot and his wife, Caroline Laviere, were excommunicated at the town of Rimouski a few days ago by Rev. Vicar-General Langlois for being married by a Presbyterian minister at Metis upon special license. The newly married couple repenting the step they had taken, were restored to the bosom of the church by the cancelling of the sentence of excommunication. The Vicar-General says in the paper called the *Vrai de Goyfe*, that the Presbyterian minister ought to be punished for committing so audacious an act, as to join together in holy matrimony two members of the Roman Catholic church. It is said that the Presbyterian minister will institute an action at law against the Vicar-General, for verbal slander in the pulpit of the Rimouski Church.

The mysterious disappearance of many persons who have business on the Mississippi River is at length explained. As the steamer *Lady Gay* was passing island number 18, about 100 miles below Cairo, last Tuesday, she took in tow, from a Mr. Lester, a woodyard, a flat to wood from. Mr. Lester accompanying the boat. After proceeding about six miles the boat was cut loose. Mr. Lester received \$110 for his wood, and the flat was floating back when a skiff put off from the shore, manned by two men, who boarded the flat and demanded Mr. Lester's money. They said they were river pirates, and would shoot him if he did not comply with their demands. Mr. Lester, who is an old man, quietly gave them his life, but as soon as one of them returned to the skiff he drew his pistol and shot the other, who was just stepping over, through the heart; he then shot the one who was in the skiff through the hips, and navigated both boats to his yard. Burns, the survivor, said that his companion's name was Moore, and that they were members of an organized gang of river pirates that has been watching the river between Memphis and Cairo for several years, and robbing whenever they had a chance. Burns supposes that he shot and threw overboard four men, from woodyards, who resisted his demands.

The New Orleans *Picayune* says of Jefferson Davis:—"Mr. Davis will not and cannot under any possible circumstances, be induced to enter into the politics of the day, or accept any position in public life. As to this he is content to be of the past; as to works of material usefulness, he desires to be of the present."

It is stated that as a consequence of the death of Chancellor VanKoughnet, Vice-Chancellor Spragge will be raised to the vacant post; Mr Justice Gwynne becoming Vice-Chancellor; and Mr Spesker Cookburn succeeding Justice Gwynne. In the latter case a vacancy will be created in West Northumberland.

New York, Nov. 22.—Early this morning an attempt was made to blow up Hudson County gaol with gunpowder. There was a loud explosion. The windows were broken, and the surrounding buildings were shaken. Great cracks were made in the wall, nine feet long; the design, however, was frustrated. Suspicion rests on two notorious criminals confined here.

VARIETIES.

Is getting tight the result of loose habits?

The constant patrons of open bars—the cows.

Why is a list of musical composers like a saucepan?—Because it is incomplete without a Handel.

A wheel, unlike a horse, runs the better for being tired.

Why are wheat and potatoes like the idols of old?—Because the former have ears and hear not, and the latter eyes, but see not.

The hog may not be thoroughly posted in arithmetic, but when you come to a "square root" he is there.

A contemporary defines the "round dance," or waltz, as "Hugging-set to music." The definition is new, if the idea is not.

"Won't you take half of this apple?" said a pretty damsel. "No, I thank you, I would prefer a better half." She blushed and referred him to papa.

"Bill," said one apprentice to another, "my boss is a better man to work for than your old man. My boss ain't always round his shop interfering with his own business."

Bachelors are a much-abused class of persons; but Quip says it is much better to be laughed at for not being married, than to be unable to laugh yourself because you are.

A Western Senator wrote home a short time ago, that he was only able to get "four hours of sleep out of the twenty-four and that during that period a candidate for office sat by the bed side and watched him as he slept."

A German clock dealer sold a small clock to an Irishwoman, but he had scarcely left the house when she turned it bottom upward, and a wire dropped from its position, causing the clock to strike without intermission. Thereupon she ran after him complaining in trouble. "Sure, as it's cryin' after ye already."

A Sunday school teacher was giving a lesson on Ruth. She wanted to bring out the kindness of Boaz in commanding the reapers to drop larger handfuls of wheat. "Now, children, she said, 'Boaz did another very nice thing for Ruth; can you tell me what it was?—' 'Married her!' said one of the boys.

Brown had been in love with a young lady, and asked permission to call her by the expressive name of some animal, which was granted on condition that she should have the same privilege. On leaving Brown said, "Good night, deer." "Good night, bore," said she. Brown has since given up the company of young ladies.

A doctor was summoned to a cottage at Harwood, in England, and found a boy in need of his services. "Show me your tongue," said the doctor. "The boy stared like an owl." "My good lad, let me see your tongue," repeated the doctor, but the boy never moved a muscle. "Talk English, Doctor," said the gobbler, lad, and stick out thy jolliker." The boy's meat trap flew open at once.

WELL PROVIDED.—A newspaper correspondent, meeting a westward bound party of settlers the other day in Texas, asked the leader what the men in the first wagon intended to do. "To clear the forests," "Well," said he, "and what are those in the second for?" "To build the houses," was the reply. "And that old white-headed man in the third wagon, what is he for?" was the next question asked, to which the reply was given, "Oh, that's my grandfather; we shall open our new cemetery with him."